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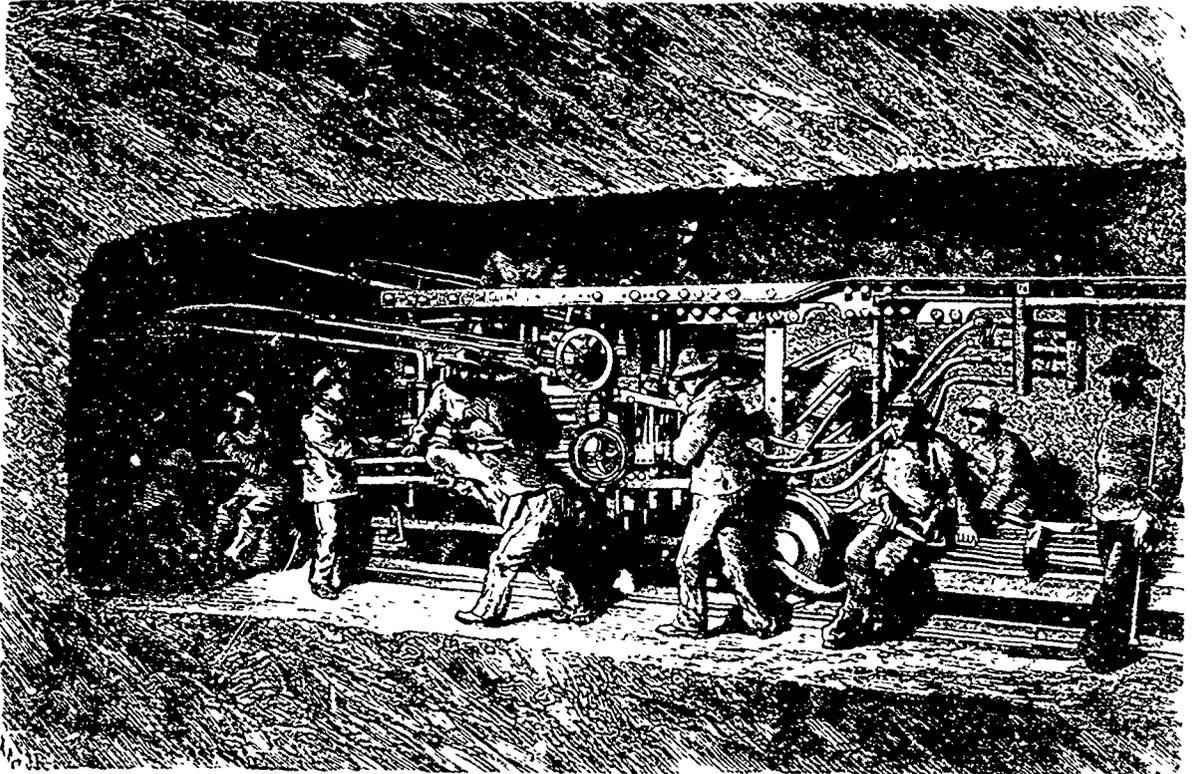
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MONT CENIS TUNNEL.

Towards the close of 1870, when France and Germany were in the midst of bloody strife, that great triumph of modern engineering—the tunneling of Mont Cenis—was accomplished.

All travelers between France and Italy were obliged to leave the railway at Susa and endure a long and tedious ride of six hours in the stage-coach over the mountain pass. The highway is considered one of the best built roads in Europe, and well it might, costing upward of 12,000,000 francs. During summer the view of the surrounding mountain peaks is grand beyond description, but to be forced to ride for

hours through the snow, or encounter an avalanche, intimidated many from employing that route. In 1863, during the boring of the tunnel, the French built a railroad, using a part of the public road, this shortened the journey some three hours. It was a curious sight to see the trains zig-zagging up the mountain side.

Count Cavour, the great Italian Statesman, in 1857, demonstrated the feasibility of connecting Savoy, which was then Italian territory, and Piedmont, by means of a railroad through the Alps, and was the first to propose the tunnel. Mont Cenis was selected as the most direct line between Turin and Genoa (Switzerland). The little town of Bardonecche was chosen as the terminus on the Italian, or south