

Evening Edition London Advertiser.



PRICE--ONE CENT PER COPY.

hronicled and Condensed for Busy Readers.

CANADIAN. The English delegates have gone to uelph to visit the Ontario Agricultura

ressyman and two others, the last of the rebellion prisoners, have been released Stoney Mountain Penitentiary. ex. Cline, who was caught in playing reen goods' game, was sentenced yes-day at Barrie to three years' imprison-

Wm. Mumford, of Adelpha, Man., shot imself in the heart. Unrequited love, actompanied by religious melancholy, is said to have been the cause.

Postoffice Inspector Fletcher, of the Pacific division, was married at Ottawa yesterday to Miss Sarah Scott, second daughter of Hon. R. W. Scott.

Figure 4 Hamilton, has elected the Earl of berdeen as honorary director. He and ady Aberdeen will visit the fair.

An Ottawa dispatch says the parishioners of St. Bridget's are much exercised over the transfer of their parish priest, Rev. Father McGovern, to St. Malachi, a remote coun-

Mr. J. B. Moore, formerly pastor of the Baptist Church in Watford, has resigned that field to give himself exclusively to evangelistic work, and taken up his resi-dence in Toronto.

Fire destroyed a barn and stables with their contents and three stacks of straw Wednesday night on the farm, two miles from Brantford, occupied by Mr. Markle, and owned by Mr. A. McIntosh, teacher,

Mr. Auger, of St. Hyacinthe, Que., while on his way to bring a doctor to his sick son, and while crossing the Grand Trunk at Petit Rouge, did not hear the Montreal express approaching. He was

The eight-foot seam discovered some time ago at the Union Bay mines, B. C., ias been prospected, and a large field of coal, equal to the famous Wellington, has been proved to exist. The company has point over \$1,000,000 in opening these

At Hackensack, N. J., Nathan Irving berts, jun., aged 16, hanged himself on lesday because his parents had planned send him away to school. The Auburn, N. Y., Morning Dispatch, hich discontinued publication for three

ys, a few weeks ago, and then resumed, a suspended again, probably permanently.

to Point Edward and lunched. In the afternoon they took a ferry and came down to
Sarnia to visit the steamer Monarch, the
fine new addition to the Beatty Line of
steamers, which they inspected thoroughly,
Lord Stanley showing a thorough understanding of the art of shipbuilding. Sir
Henry Tyler and Sir Joseph Hickson were
highly pleased with the steamer and so expressed themselves. In the evening the
Twenty-seventh Battalion Band of Sarnia
serenaded the Governor-General at the
Point.

Proceedings of the Quadrennial Conference.

Montreal. Sept. 12.—The Methodist General Conference spent yesterday in filling the business larder. It received memorials in abundance and sheaves of reports of officers and boards, which were sent promptly to the appropriate committees.

The report of the Committee on the Union Church Fund showed that \$37,467 was raised, including \$17,050 borrowed on the treasurer's note. Four hundred dollars was expended on necessary expenses, \$4,976 on interest, \$4,236 on interest on appropriations, \$12,000 on original note, \$9,270 paid on appropriations, \$6,100 borrowed money repaid, \$433 balance on hand. The total amount appropriated was \$45,585, of which \$24,325 is still unpaid. To this liability must be added \$13,650 of borrowed money. The Standing Committee on the Centennial of Canadian Methodism had held two meetings, and prepared a plan of celebration including a rubbic meeting at the

of Canadian Methodism had in-stings, and prepared a plan of co-including a public meeting at a Conference in Montreal and aser

The facts which we have

Rev. Dr. Potts, secretary read his quadrennial report, the educational fund had gro \$11,000 to over \$200,000. The

Rev. Dr. W. J. Shaw pre port of Montreal Theological College. The best period within the history of the institution had just been completed, and preparations made for increased efficiency in the order of Conference to superannua they had still added \$53,000 to ca ing four years.

Rev. Dr. Withrow tabled the

is reported during the Number of schools, 2,982, 1886, 348; number of teacher

TAPPENINGS OF THE HOUR admiration of the wonderful piece of engineering skill, as shown in the construction of the tunnel. The party then went to Point Edward and lunched. In the afternoon they took a ferry and came down to committees, the Conference sitting only afternoons. The difficulty of hearing in the church is driving the Conference into the

EXPORTERS EXERCISED.

Russia's Tariff Policy De moralizes Trade.

Tariff Bill.

Coercive Policy — Italy, Austria and Germany Renew the Dreibund.

Ravages of Cholera in Spain.

LONDON, Sept. 12.—The total number of cases of cholera in the Provinces of Spain up to date is 3,472, and of deaths 1,787. The smallpox is spreading in Madrid.

Afraid of the Chelera.

Afraid of the Chelera.

Berlin, Sept. 12.—The Cologne Gazette says the Russian squadron has been compelled to quit Vladivostock owing to the prevalence of cholera, which is now creating havoe in that city. As Might Be Expected.

As Might Be Expected.

MADRID, Sept. 12.—The Spanish Ministry (which is now Conservative) has adopted the policy of coercing or suppressing newspapers and municipal bodies that are likely to oppose the Government candidates at the elections. This causes widespread

To Tax Trading Houses.

Berkin, Sept. 12.—Dr. Mignel, Minister of Finance, proposes a graduated tax on large trading houses. Houses whose business averages less than 1,000 marks yearly, will be exempt from taxation. All others will be divided into four classes, according to the amounts pusiness done each

fourth from 60,000 upwards.

A St. Thomas Engineer Killed.
Sr. Thomas, Sept. 12.—Mr. James McCauley, M.C.R. engineer, was fatally injured yesterday afternoon. The shut-off plug of his engine blew out as he was going out of the yards, and he got out to fix it. The escaping steam prevented him from hearing No. 1 express coming along, and he was struck and hurled against the tank of his own engine. He died 1 hour and 40 minutes after being struck. He was married, 33 years of age, and came here from Jackson about seven years ago. He was a member of the C.M.B.A., in which he was insured for \$2,000. The remains will be taken to Jackson for interment.

Panic Among Russian Grain Dealers.

Panic Among Russian Grain Dealer hole Russian export trade is demora Though the harvest will be goo suffering severly owing to the low price which they are compelled to sell. The Go ernment's policy of raising the tariff

LONDON, Sept. 12.—The Times says: The Kinley Bill in all its stages has show public opinion in America in respect economical principles to be in a retrogra economical principles to be in a retrograd rather than a progressive condition. Gree Britain's regret is that its unselfish Parlit ment is most unlikely to retaliate. The claus of the meat inspection bill will probably nev-come into operation. The balance of the strift over the pork trade seems planly fewer of Europe. The dangerous proceeding favor of Europe. The dangerous proceeding of investing a republican magistrate with the attributes of an autocrat is a question for the American people to settle with it-

THE BIG BORE

A Visit to the St. Clair Tunnel

The Great Engineering Feat Complete Success.

Immense Advantages to the G. T. R. and the West.

on the Work.

nterview with Sir Henry Tyler a

lays can be made very interesting to the visitor who knows how to get around, or who has a "friend at court." The town and great prominence within the last few weeks through the successful completion of that wonderful engineering feat, the tunnel under the St. Clair River, which, though requiring some finishing touches, is now accomplished fact, and the wonder and admiration of the engineering world The great bore has its Canadian beginning from the present G. T. R. station, and it t under the river to the southern side. When the ADVERTISER representalabyrinth of yards surrounding the tunnel naccompanied, but he was very quickly rought to book by an official who demanded his authority. A written order, kindly granted by Chief Engineer Hobson, was

have wished to view the tunnel works and have been refused, through no lack of courtesy on the part of the officials, but as a protection to the visitors themselves. The journey through the tunnel is, in some measure, a hazardous one while the work of construction proceeds. At the entrance hundreds of workmen are employed cutting away the earth to enable the setting up of the huge blocks of stone that will form the protecting wall around the tunnel mouth. Steam shovels and cranes are being plied on all sides. Workmen know how to steer clear of the ponderous apparatus, but a visitor unaccustomed to the work finds great watchfulness necessary in dodging them. In the tunnel, which is not yet completed, though the excavating shields are joined in the center, strong horses, with driver-boys mounted, gallop have wished to view the tunnel works and sary in dodging them. In the tunnel, which is not yet completed, though the excavating shields are joined in the center, strong horses, with driver-boys mounted, gallop along the two lines of railway with hutches tull of the blue clay that has been excavated beyond the compressed air chamber. To dodge these animals and their lively drivers is a task for the uninitiated. Thus, it is from anyiety to avoid accidents and

not from churlishness, that the management has so carefully guarded the remarkable work from the gaze of the outside world. But for interfering with the work and perhaps resulting in fatalities, the proprietors of the tunnel could well have afforded to take the sight-seeing public into their confidence. The great connecting link is indeed a splendid advertisement for the Grand Trunk. To the enterprise and indomitable perseverance of the President

International Milled himself. The womal selection of Ecological States and the selection of Ecological States and Ecological Stat

After many projects had been tried, the for

plan of making horizontal cuttings was adopted, and in 1889 the work was begun and carried on night and day—the men working eight hours a shift—down to the present time. The tunnel is 11,600 feet long from the beginning of one approach to the end of the approach on the opposite side. Of this distance only 6,000 feet, a little more than a mile, are wholly underground, and of this only 2,310 feet, less than half a mile, are under the river. There are 2,390 feet of tunnel under Michigan soil and 2,160 feet under ground on the opposite side of the river. No brick or stone was used in its construction, and when fully ready for use it will be simply an iron tube made of plates, 6,000 feet long and 20 feet in diameter, perfectly round and watertight, as dry as a street in summer time, lighted by electric light, ventilated by air engines, and kept at the right temperature with steam pipes. The cost of the tunnel will be between \$2,000,000.

THE TUNNELING was accomplished by means of hydraulic

rentilated by air engines, and kept at the right temperature with steam pipes. The cost of the tunnel will be between \$2,000,000 and \$2,500,000.

THE TUNNELING
was accomplished by means of hydraulic shields, each \$0 tons in weight, one being placed in each headway. With 24 hydraulic rams the shield was placed forward far enough to admit of another section of castings. Each ram was worked separately, and thus the shield was directed at the will of the workmen, guided by the engineers. On the line of the river being reached on both sides, two air-tight bulkheads of brick and cement were erected across the tunnel. Each side of these bulkheads contained two large air chambers seventeen feet long and seven feet in diameter, with air-tight doors at each end and over each track. The work in the section next the shield was commenced under an air pressure of ten pounds, to the square inch, which was increased as the work progressed. Mr. J. T. Eames, the mechanical superintendent, explained the working of the system in an interesting way. He pointed out that when a gang of men or an empty car is to be admitted into the compressed air chamber the outside door of the air lock is opened, and they are admitted. The iron door is then closed, and the air valve is opened into the chamber until the pressure in the lock is equal to that in the tunnel under the river. The door leading in can then be opened without any trouble. The men worked under an artificial pressure in the latter stages of 22 pounds per square inch, or about 2½ atmospheres. The benefit of this compressed air is that its pressure is such that water and quicksand will rot flow into the tunnel— leak will not show itself at all. The air pressure equalizes the pressure of 37 pounds of the workmen. Only mules can be used in the compressed air sections. Horses upon being taken out of the compressed air isos the power of their limbs, and bleed at the mouth, eyes and nose. The men before being admitted must all be examined by the company's physician, Dr. Johnston. In t

requiring about five minutes for the process. Three accidents occurred owing to the recklessness of one of the workmen, who let the air off too fast. If the air is let off too fast, when a man emerges into the outer atmosphere he finds that he has what is called the "benders," that is, his knees wabble under him, and he bleeds at the nose, mouth and ears.

INTERVIEW WITH SIR HENRY TYLER.

SIR Henry Tyler, president of the Grand Trunk Railway, who, with Sir Joseph Hickson, general manager of the company, has been tarrying at Point Edward for some time, accompanied by Mr. J. H. Beatty, the well-known lake vessel manager, entered the tunnel while the ADVERTISER representative was getting his bearrings. Invited to a seat on the wagon that was about to make its gradual descent to the central workings, the representative was enabled to engage in chat with the great railway authority, and at the same time to get a good mental portrait of him. Sir Henry is a man of about 65 years of age, comparatively short in stature, but athletic in figure, with piercirg blue eyes, and a fine white beard. He is animated in conversation so long as it takes a general turn, but when it comes to projects supposed to be under contemplation by his company, or

of the greatest service in the conduct of international trade, being open to every line of railway which chooses to lay its tracks to it. But it will be of especial benefit to the Grand Trunk Company, whose lines on both sides of the border converge on the St. Clair River." Sir Henry can speak with authority on these matters, for he is alongineer of rare experience, and has for the greater part of his life been connected with greater part of his life been connected with great railway and other engineering feats. Sir Henry is a captain of the Royal Sir Henry is a captain of the Royal Engineers and a member of the chief scientific societies. He is also a royal railway commissioner. Though the holds the St. Clair tunnel to be a great engineering feat, reflecting much a great engineering feat, reflecting much chief scientific societies. He is also a royal railway commissioner. Though he holds the St. Clair tunnel to be a great engineering feat, reflecting much credit on Chief Engineer Hobson and his staff, Sir Henry does not believe that the age of engineering progress and wonders has come to an end. He has already reported on the feasibility of building a tunnel between England and France, under the Straits of Dover, and despite the gloomy predictions of the Francophobos, he still adheres to his belief. In his opinion it would not be half so difficult to cut through the chalk strata under the straits as it has been to cut a tunnel in the stiff blue clay of the St. Clair. He ridicules the idea of invasion from France, and says that with a few pennyworths of chemicals he could easily kill an entire French army long before they were half way through the tunnel. Sir Henry seemed perfectly familiar with every little detail of the great work, and proved a most entertaining guide. He is fond of walking, and on the completion of the inspection proposed that the party should forsake the little "hutch" on which they had been conveyed back and walk to the inspection proposed that the party should forsake the little "hutch" on which they had been conveyed back and walk to the contested. Arrived there, CHIEF ENGISEER HOBSON joined the party, and for a few minutes is modestly conversed on the subject of the great undertaking. Incidentally, it was brought out that thorough preparations had early been made for the completion of the work. The huge blocks of stone required for the walls at the entrance to the tunnel were ready for shipment a year ago, and will be shipped and built as soon as the excavations are completed. The stone has been obtained from Beamaville quarries, where most of the masonry required for Grand Trunk bridges in Western

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Mr. Hobson is a man of very unassuming and modest disposition, genial and kindly natured, but with much positiveness of character. He is a great reader, and generally and unusually well informed. He is a Canadian, having been born near Guelph in 1834. He served his apprenticeship as a Provincia, land surveyor in Toronto, and after having passed his examinations as such, he was engaged for a number of years in private practice as a surveyor and an engineer, and in the location and construction of different lines of

Civil Engineers, and also of the Canadian Society of Civil Engineers. He is happily married to a sister of Mr. James Laidlaw, ex-M.P.P., and, the ADVERTISER is informed, should be now so near completion. Hobson speaks highly of the support promoters of the tunner at a time kindly word went a long way to nerve him and his assistants in their great work.

solidity of their hopes. The London and Sarnia branch of the G. T. R., is almost in a direct line with the tunnel mouth, and it will be easy to make connections, but the main line, which new passes round by Point Edward, cannot be so readily got at. The present intention is to build a link from the neighborhood of Blackwell, a few miles west of Point Edward, and earry it past the west side of Cake Wawanosh, touching the corner of Peter Taylor's tarm, across Neil Leckie's place, just east of the crossing at the plank road, to the Sarnia branch and then to the tunnel. This will save the long detour to Point Edward round Sarnia Bay and through the town. The Sarnia branch being the straight line, it is likely that the greater portion of the through traffic will be diverted to it in the future. It is evident from the fact that huge yards are being laid out around the mouth of the tunnel, many acres in extent, that an enormous traffic is expected. Point Edward will not be used for much except for traffic from and to lake steamers. The construction of the tunnel will save nearly an hour in time in a railway journey to and from the West.

Daring Bank Robbery in Bay City.

Daring Bank Robbery in Bay City.

BAY CITY, Mich., Sept. 11.—At about moon yesterday the Second National Bank was relieved by sneak thieves of a packago was relieved by sneak thieves of a p of bills said to contain \$5,400. One accompliese engaged the attention Lowis, the bookkeeper, while anothe and read a newspaper, holding it in position that Mr. Lewis' view of trance to the vault was cut off, withird crook slipped along the wall vault, secured the packages and makis escape. There were present bank at the time Wm. Westover, pr. Mr. Rump, cashier; D. C. Smalley, the directors; Chas. McCloy, tell Mr. Lewis. No arrests have yet bee; Frightened to Death by a Bur

aged 20, who lived with net aged mother inthe little hamlet of Castile Corners, four
miles from here, was awakened late at night
by a noise in the house. She got out of
bed to learn the cause. Going to the
dining-room she was confronted by a
burglar. She screamed and her mother
hurried into the room. She heard a heavy
fall as she ran into the room, and saw the
burglar making his escape from a window,
Mrs. Scribner got a light and found her
daughter lying dead on the floor. The
old lady's cries quickly brought others to
the house. There were no marks of any
kind on the dead girl, and physicians have
decided that she was frightened to death at
sight of the burglar. It is suspected that
the burglar was a villainous-looking tramp
who had been prowling around the place
during the day. He has not been found.

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