The Man Who Built the Michigan Central River Tunnel

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'ed, and trains will be pulled thru by suddenly. One day Mr. Ledyard hap-By Maud M. Fessant.

Detroit River tunnel, built by C.R.R. is nearing completion and tand as one of the finest and striking pieces of engineering of each side of the tube, and every 200 each side of the side of the tube, and every 200 each side of the tube, and every 200 each side of the tube, and every 200 each side of the side of the tube, and every 200 each side of the side of the tube, and every 200 each side of the tube, and every 200 each side of the tube, and every 200 each side of the side of the side of his own building the large the side of his own building the

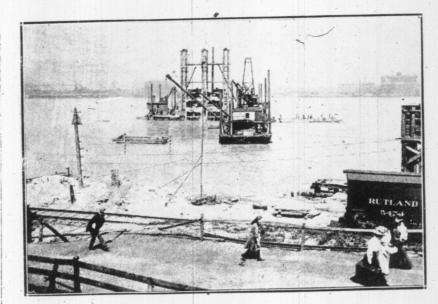
nel is double-barreled. Each be, it must take second place to a be, it must take second place to a be, it must take second place to a study fo the character of the man who planned and executed it. Wilson S. planned and executed it. Wilson S. West bound. From portal kinnear, the chief engineer of the De-Kinnear, the chief engineer of the De-Kinnear, the chief engineer of the De-Kinnear, the chief engineer of the De-Kinnear is compared to larger engineering triumphs in later grandfather were surveyors. Kinnear, the chief engineer of the Detroit River Tunnel Company, is a glant, the was been in Ohio, but at the ago of 4 was taken by his parents to the horse this is under the river. This feet 4 inches, wears a hat that would 6 feet 4 inches, wears a hat that would 6 feet 4 inches, wears a hat the was taken by his parents to the hardest that was a feet to be a superior of the Detroit River Tunnel Company, is a glant, the was been in Ohio, but at the ago of 4 was taken by his parents to the hardest that was a superior of the Detroit River Tunnel Company, is a glant, the was been in Ohio, but at the ago of 4 was taken by his parents to the hardest that was a superior of the Detroit River Tunnel Company, is a glant, the was been in Ohio, but at the ago of 4 was taken by his parents to the hardest that was a superior of the Detroit River Tunnel Company, is a glant, the was taken by his parents to the hardest that was a superior of the parents and the parents and the parents are th

Interesting as this great work may barn, the sled of his own building, the

Kansas was just settling up. The piolike the rest had a nears, like the rest had a hard time to get along. From the day he was large enough to help, young Kinnear was his father's companion on sur veying tours. Father and son went over the prairies laying out land.

Kinnear took the four-years' course of study at the State University of Kansas, in three; then quit college and went with a Santa Fe surveying party. Here he got his first experience in actual railroad building. For six years he roughed it in the west. Finally he became division engineer of Gulf, Colorado and Santa and he pushed the road northward thru Indian Territory toward Topeka During the day he was in the saddle: at night he slept on the ground wherever he happened to be.

Soon after, Kinnear was tossed to the other side of the globe. The North and South Improvement Company wished to build 700 miles of railroad in Chili er. After he has been there awhile, he was made engineer-in-charge. It was at the time of Balmaceda; the spirit of revolution was in the of the Kinnears landed in the Kinnears landed The former plainsman and rough rider now found it necessary to play another part. And now behold the to-day, gone to-morrow; from one side



Last full section in position at bottom of trench.

Havre, France. It was a six-weeks' voyage. The ship touched at all the leading South American ports and finally straightened away for France. For two weeks she was in the doidrums, and the Kinnears with captain and passengers, played three times a day. It

before the rising sun. What now? This is your engineering life-here



Who superintended the building of the tunnel.

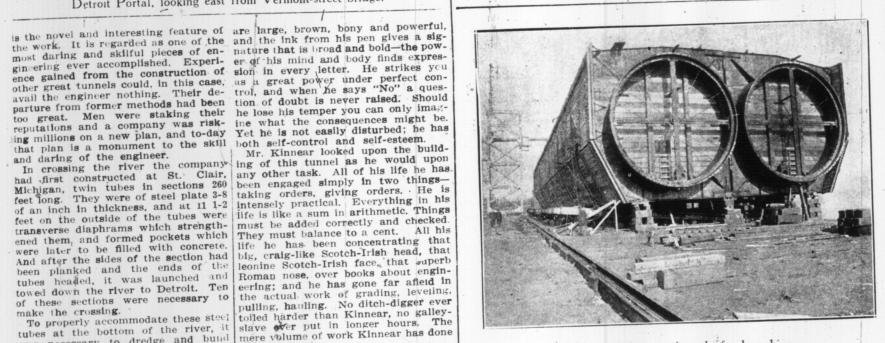


W. S. KINNEAR

ed, "we must now live in Canada!" "What!" exclaimed the astonished wife, "I thought we came home to live in the United States?"

Kinnear was now on the edge of career destined to broaden more and more. He had "struck his gait." A fine opening with the Michigan Central sent him to St. Thomas. This was a considerable of the control of the control of the control of the care of the c in 1890. Soon he was engaged to work on the Toronto, Hamilton and Buffalo Railroad; and in 1898 he came to Detroit as the principal assistant engineer; then followed promotion sistant superintendent of the Cana-Texas rough-rider getting himself up in a dress suit, wearing a silk hat and carrying a cane. He did not omit the precaution of having handy, in his hip-pocket, an American "44."

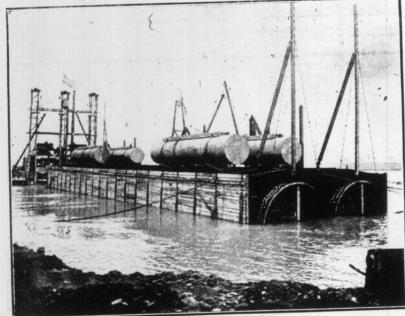
You see, there were all sorts of trought to the other; one foot on the sea. After seven operating department; and in August, 1902, Kinnear became chief engineer; 1902, Kinnear became chief engineer. riding the ranges, sleeping in holes ed to build the Detroit River tunnel.



Section of the tunnel ready for launching.

This ready, the section was floated over the spot at which it was to sink. What a Trojan is this Kinnear, who as the early age of 45 is already at

is exceptional.



Detroit Portal, looking east from Vermont-street bridge.

Last section of tunnel about to be lowered.

And after the sides of the section had been planked and the ends of the

of these sections were necessary to

To properly accommodate these steel tubes at the bottom of the river, it was necessary to dredge and bund deers around which they was a rest

plers upon which they were to rest.

make the crossing.

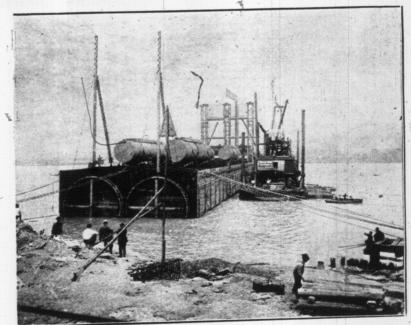
securely anchored, and water was admitted thru the valves at both ends of the double tubes, simultaneously. Gradually filling, it slowly sank to the secure support prepared for it. The alignment had to be perfect that the next section might be properly joined to it. Divers then bolted the flange of one tube to a corresponding flange next section might be properly joined to it. Divers then bolted the flange
of one tube to a corresponding flange
of the adjoining tube. Concrete was
placed around the tubes, each pocket
formed by the diaphragm being filled,
separately. Inside, 20 inches of reinforced concrete was added, so that
forced concrete was added, so that
forced concrete was added, so that
the steel tubes were simply forms
which had been used to build a tunnel that is more substantial than if
driven thru solid rock.

The tunnel is well lighted, ventilat
The ladies were French tollettes, the
gentlemen were in military or other
dignified dress. Kinnear mingled on
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plans went thru. He had the
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precaution of having handy, in his hip-pocket, an American "44." You see, there were all sorts of trou-

oles ahead-political, social and business. There was small chance that the N. and S." owners would ever see the N. and S. owners would ever see their money again. Rascally contractors were robbing the New York stockholders. Over all hung the Chilian war cloud. There was a conspiracy afoot to bankrupt the "N. and S." treasury. Kinnear found it out. It was loot loot, toot: everybody wanted was loot, loot, loot; everybody wanted loot. There was something in Kin-near's 6 foot 4 that had a quietening Many disorderly scenes took place, but influence on the passions of the gang. the glitter of Kinnear's grey eyes and the nickel-plated American "44" had a splendid moral effect. The conspira-tors next began stealing the maps and charts, and finally Kinnear hit upon the plan of having a secret sign or token. placed afer his signature, or in a certain corner of each paper. If Kinnear's cabalistic mark was not in plain view, the company's treasurer knew what to do. Matters went from bad to worse; the Balmaceda war coming on contributed to upset all

plans.
In the quaint old City of St. James, or Santiago, Chili, Mr. and Mrs. Kinnear lived at the Hotel Odo. They near lived at the Hotel Odo.



Last full section of tunnel in position, ready for sinking.

He is spending his leisure time playing golf, rain or shine; and a worthy antagonist he makes. He has a fond-ness for baseball and recalls early triumphs when he played first base at Lawrence University, 25 years ago. It is said by those who know him best that Mr. Kinnear is a man in whom one is continually finding new qualities of greatness. He is the antithesis of staunchest friend I have ever known a man to have. Disappointed and deceived, he has stuck to some men yond an ordinary man's understand-He has been charitable to their shortcomings. It is his nature to be big, broad and clean. He does not seem to understand that mean qualities exist. His family circle reflects the character of the man—it is clean, the character of the man—it is clean, bright and wholesome. He handles men with a kind, firm hand. The physician to the Detroit River tunnel told me that Mr. Kinnear said: "Doctor, look after those boys as if they were your brothers. Do not be afraid to ask for any thing you want." The men appreclate Mr. Kinnear, and on Nov. 18 they gave a complimentary dinner at the Hotel Cadillac, and presented him with a portfolio containing their photographs, 'To the chief, from the men

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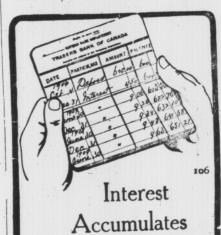
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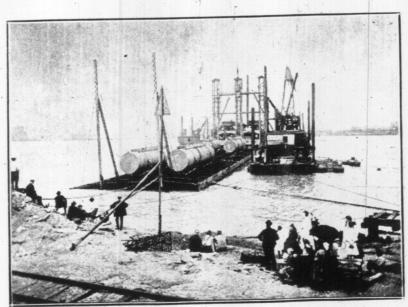
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"JILL" AND HIS YOUNG MISTRESS. Thorobred Scotch collie, owned by the little daughter of George Proc Yorkville-street.



Last full section of tunnel leaving the ways.



Completion of tunnel. Last section being lowered.