

THE HERALD

WEDNESDAY, AUGUST 3 1892

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TUNNELING THE STRAITS

Our readers will feel sure, will be pleased to know that the results of the borings, in anticipation of the tunnel across Northumberland Strait, have thus far exceeded the most sanguine expectations. There are to be thirty borings in all, and they will be five hundred feet apart. The cores from these borings are one inch in diameter, and the material excavated is such as can be utilized in the making of bricks for lining the tunnel. This in itself will be a considerable saving.

By means of plans, placed at our disposal through the kindness of Mr. Alfred W. Palmer, C. E., some idea of the manner in which it is proposed to prosecute the work is obtainable. In the first place Mr. Palmer has not only enhanced his fame as a civil engineer, but has rendered this Province great service by changing the original grades, shortening the tunnel from eight miles and a third to six miles and two thirds, and proportionately lessening its estimated cost. A tunnel fourteen feet in diameter, such as is calculated upon would take commodious and comfortable pulman cars of special construction, on a standard gauge of four feet and a half. Mr. Bain, our Island Geologist, is in attendance at the boring operations, and Senator Howland, the father of the tunnel project, is unremitting in his attendance and indefatigable in his services. Mr. Palmer is also assisted by other engineers and surveyors.

It is proposed that the tunnel be forty feet below the bottom at the lowest point in the bed of the Strait. By means of caissons, the work of excavation can be much expedited. Instead of starting from both ends of the tunnel, as has thus far been the plan in operations of this kind, it is rendered possible through the instrumentality of these caissons to advance the work simultaneously from several points along the line of the tunnel. These caissons are simply large metallic enclosures of cylindrical form. They are to be sunk in the bed of the Strait, to the depth at which it is proposed to place the tunnel, the upper end of the caisson to remain over the top of the water. The bottom of the caisson, within the enclosure, is dug out, and then the work of excavating the tunnel in both directions, is commenced from this as a starting point. Placing several of these caissons at intervals would speed up the work while the

old plan, which was working from both ends, a distance of three or four miles would have to be traversed for a similar purpose when the centre of the tunnel would be approached. When that portion of the tunnel in the immediate vicinity of any particular caisson is finished, the caisson is to be filled with concrete and the top knoeked off, so that below the top of the Strait, it is as solid as water tight as if nothing had been sunk there.

As the action of the ice would be likely to interfere with the caissons, in the middle of the Strait, the plan proposed is to operate in this part in the summer season; to finish as many sections as might be thought advisable and then to remove the caissons, as above described, and do the other sections the following summer. On the other hand it is considered that the portions nearer the shore, not subject to the action of floating ice, could be proceeded with in winter. Mr. Unsworth, Superintendent of the Island Railway thinks that the borings already made, indicate that a boring machine, similar to the Channel Tunnel apparatus would be preferable to a shield for purposes of excavation.

We have here briefly outlined the construction of the proposed tunnel under the Strait of Northumberland. The borings are now going on, and all who attend the ten party at Cape Traverse on Monday next will have an opportunity of witnessing these operations for themselves.

As will be seen in our news columns, the judicial committee of the Imperial Privy Council delivered judgment on Saturday last in the two cases which had been appealed from the Supreme Court of Canada, regarding the constitutionality of the Manitoba School Act of 1890. The decision in both cases reverses that of the Supreme Court of Canada. We have here briefly outlined the construction of the proposed tunnel under the Strait of Northumberland. The borings are now going on, and all who attend the ten party at Cape Traverse on Monday next will have an opportunity of witnessing these operations for themselves.

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THE WEEK'S DIARY

The steamer City of Paris arrived at New York from Queenstown Wednesday morning making the quickest western passage on record. Her time was 5 days, 15 hours, 38 minutes.

The Allan Cameron Newfoundland left Montreal, Sunday, for St. John's, with goods valued at \$25,000. Some \$5,000 will be sent in cash, in addition to the \$5,000 cargo some weeks ago.

William Sullivan, probably the oldest man in New York state died at his son's home at Fairport, last week. He was 107 years old last December, and had never required the services of a physician. The excessive heat was too much for him.

A record of votes cast in the recent election in Greenwood, Scotland, for member of parliament, shows Sir Thomas Sutherland winning, received 2,945 votes against 2,887 for Mr. John Bruce, Gladstonian, who by the first count was elected.

It is stated that Joseph Cowen of Newcastle, will oppose John Morley, should the latter be appointed to Gladstone's cabinet, and offer himself for re-election. Cowen is very popular, and the statement has caused a decided sensation among political parties.

At Toronto, Thursday the mercury reached 95 in the shade. There were several prostrations, one of the victims, Patrick Lyons, teacher, dying after three hours terrible agony. Horses succumbed all over the city and the street car company was heavy loser in horses.

The body of Michael Murphy, a Montreal box maker, was found floating in the harbor Thursday. He was last seen alive in the company of a customer named Charles Levesque who has been arrested charged with the murder.

A sugar ship Theodore H. captured a sea serpent during the passage from India to Montreal. The snake was seven feet long, and was seen to be carried by a big wave. It was taken on exhibition in Montreal as the 'only and original sea serpent.'

Rev. John W. Murphy, vicar-general of the diocese of Portland Me., was thrown from his carriage, Friday, by a runaway horse and landed about the head. He was taken to his home and died shortly afterwards from heart disease with which he had been troubled for some years. He was 52 years of age, and one of the leading Catholic clergymen of New England.

The British Parliament

The British Parliament, which is now sitting at London, will meet on Monday next. It is expected that the session will be a busy one, and will be terminated in the latter part of the year.

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SPORTING NOTES

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LOCAL AND OTHER ITEMS

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Dissolution of Partnership

The partnership heretofore existing between the undersigned, carrying on business as Barristers and Solicitors under the name of MACNEILL & MACDONALD, has this day been dissolved by mutual consent.

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During July we intend closing out all Summer Goods at a reduction in the prices especially

Mantles, Capes, Jackets, Hats, Bonnets. This gives you a splendid opportunity to buy your goods to the best possible advantage.

OUR BEER BROS. 25 CENT BEER BROS. WE SELL ALL THE WAY FROM 50 CENTS TO 85 CENTS. NEVER HAVE WE GIVEN YOU A BIGGER BARGAIN.

Our Wonderful Bargains in GLOVES. BEER BROS. are getting low. Call at once if you want any more. Everyone is delighted with the Bargain they are getting from us this summer, and we intend to do better than ever for our customers during July.

WE LEAD! MR. W. M. GILLESPIE, late of Taylor & Gillespie, has charge of our BOOK-BINDING DEPARTMENT. OUR WORKMANSHIP in the Printing and Book-Binding Lines cannot be beaten, and our prices are low. All work guaranteed.

Look Here! The Annual Scottish Gathering. The Annual Scottish Gathering. The Annual Scottish Gathering.

Overcoatings AND SUITINGS. They are, without doubt the finest lot we have ever shown. They consist of Tweeds & Worsteds in a variety of colors, and of the choicest Quality.

Our Goods are made up in the most modern style; for Fits we cannot be beaten, and our prices are always moderate. We guarantee satisfaction.

JOHN McLEOD & CO. JOHN McLEOD & CO. JOHN McLEOD & CO.

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