

on, and there is light sufficient to see objects on the road, and at times, even to read, and a visitor may walk to the mouth as if he journeyed by the dawning of day, every step he takes increasing the portion of light around him. The interest of a walk through the Tunnel is also increased by distinctly hearing overhead the rolling of carriages, and other noises, as the passer moves below the streets of the city. This stupendous portion of a mighty work, was commenced in October, 1826; parties of workmen commenced at various shafts, and working towards each other, guided by the mariner's compass, they met in the centres with astonishing precision. Continued labour night and day, for 12 months, effected a passage from end to end; large bodies of workmen continually relieving those whose exhaustion demanded rest. The cutting of the Tunnel varies from four to seventy feet below the unequal surface of the earth, and is twenty two feet wide and sixteen feet high: it afforded considerable matter for geological speculation, and for speculation of a less abstracted nature, for the shafts of several wells were cut away in its course, and one or two houses were shaken by their foundations being sapped. However, no serious accident occurred, and the tunnel and its superincumbent load, seem now as firm as if all was a work of nature.

A smaller tunnel 291 yards in length, a beautiful miniature of the Great Tunnel, penetrates the hill in another direction; and is intended for the transit of goods from the upper part of the town, for which purpose the large tunnel was not available. It alone is a noble work, but beside the larger, it loses perhaps its proper share of notice and admiration.

Both tunnels open into a Grand Area, cut forty feet below the level of the surrounding fields. Here stand two towers in the Turkish style, which form engine houses, for the stationary engines, which draw the waggons up the inclined plane of the Great Tunnel. It is a great merit of English industry, that it generally joins beauty to utility. Two beautiful Grecian columns appear in the area just mentioned, and the stranger is astonished when he understands that those splendid ornaments are but the chimnies of the engine houses. This area is the starting place of the locomotive carriages, the waggons and coaches which arrive thro' both tunnels, are here harnessed to their horses of fire, and start along the line as if impelled by supernatural means.

The road proceeds through some minor cuttings, its course rendered romantic and picturesque, by numerous handsome bridges thrown across it, to connect each side of the country above. Olive Mount excavation is then entered; and it is described as a stupendous work in itself. The mount is cleft in twain, not by destructive earthquake or flood, not by warring gods and giants, but by the perseverance of man, that he might be brought in closer communion with his fellows. The excavation sinks in the solid rock seventy feet below the surface, and is two miles in length. Along this great chasm the locomotives fly, and tho'