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FUTURE TRANSIT,






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## 鿊

 explanation Colo to two long iron cylmeters in diamete
from us.




## pneumat A con road syta and the erated entaciou ara no ans ous trep surface, tempera air bein sons, an mercha by reas and th expense

 ateosary to be released from the oper
tines greater lays to have a ppeed 17
tine went so far as to as
sert that trains in consequanace of the
rapidity of their movement and the
curving of the earth wound be subject
to so smal
they conld be used indefinitely, perhaps
to all eternity.
All trat came to my -mind then and
there. Thne this Uy-
reality, and those two oyliniders of iron
that werg near me extended byond the
Atlantic and welded together, as it $\Delta$ tlantic and welled together, as it
were, the two continents teapite
what t taw 1 was not able to convince
myself. There wer but that passengers conld be taken by
that route I conld not bring myself tc
beliove.

## "Was it possible that a complete cut rent of sir conld be established of that length?" I formulated this question

##  <br> furnace, aro sufficient for thom a hage purpose. The air is forced back with power al most with

whirl wind, which causing a frisishttul
more than 1.800 kiliometers an hour,
nearly that of a ball diecharged from a
cannon. The speed attained is so rapid


"That is over 1,0000 miles an hour,"
I exclaimici.
"Thera is no doabt of it. And ther

atais: 4
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Prunge temanamidhter fine fritlands on five and ten yers time



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 | the train is paraly the . Left to to puseef, |
| :--- |
| the train continues on its way trom the |
| momeen | momentum already acquired, and by

means of a valve which connects with a
marrent the Means of a vaive waich connects with a
current the peod becomes graduall
slower, until the train its fnall check
ed by coming in contact with a hung
bung But what, the shock being scarcely felt.
tions? Tho only are all these oxplana-
That to know the ac-










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| Ordinance No. 1952. |
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|  <br>  the grade of burlington avenue from Arnold street to a point 153 feet |



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