

# Plans for a Big Tunnel Under the Irish Sea Which Will Connect Ireland and Scotland

Money is ready and plans are laid for a tunnel that will make all tunnels dug hitherto seem rather insignificant, and that incidentally will bring the United States and Europe several hours nearer. It is believed that it will begin a new era for Ireland and will advance Belfast many steps in the scale of importance. It is proposed to perform all of these wonders by drilling a \$50,000,000 hole thirty-five miles through the rock under the northern part of the Irish sea, through which passengers could be whisked by train, and could thus travel from London to Galway or Queenstown without changing cars. All that the plan waits for now is a guarantee from the British government of 3 per cent on the capital invested from the time that the tunnel is in working order. A big meeting was held the other day in a committee room of the house of commons, presided over by the Marquis of Londonderry, former lord lieutenant of Ireland, in which the enterprise was boomed vigorously by Lord Rosebery and the Earl of Spencer and many other important personages. A deputation was sent to the first lord of the treasury to talk persuasively to him about the 3 per cent part of the business, and the government is considering the question. If the government guarantees the interest the preliminary work will begin at once, and it is expected that the tunnel will be completed in about ten years from the time the first sod is turned. When the time comes to turn that sod the man to do it really ought to be Lord Londonderry, whose powerful influence has been exerted for it ever since it appeared that the plan was practicable. To him, therefore, I applied for information on the subject, although lords of high degree are not much given to granting interviews in England.

Lord Londonderry's great town house in aristocratic Park lane in London is as grim and forbidding outside as it is spacious and luxurious within. The marquis was in his library, seated at a flat-topped desk, which one must suppose to be the grandfather of all desks, for it was big enough

great importance. It would cut several hours of the time of passage if the steamers were to stop there, instead of going to Queenstown."

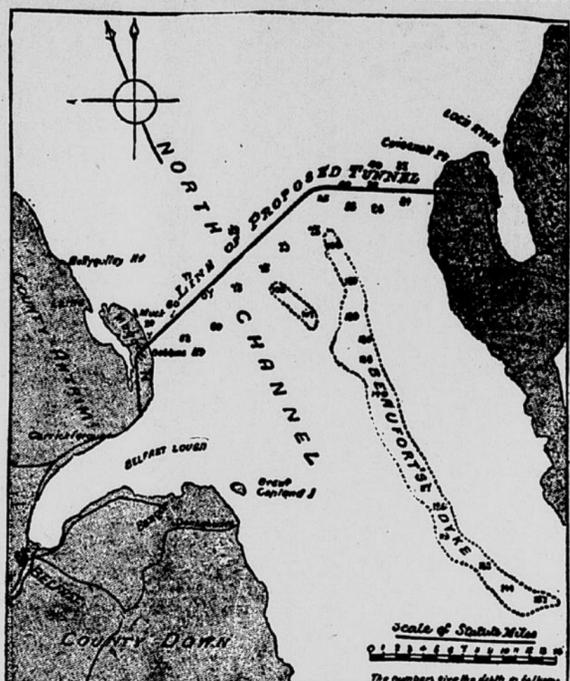
owing to the present difference in the gauge between the English and Irish roads, but that would come in time. "I believe the passenger traffic alone

have an important effect upon the development of Ireland. It is an affair of national importance. The money, I understand, can be had as soon as the government guarantees the interest but the stockholders will not ask the government to step in until the work is entirely done and the plant is ready for operation. I know little about the plans or the financial part of the work, but I have no doubt American capital would be largely interested.

"But one thing is certain, the effort to interest the government is entirely non-political. At the house of commons meeting, over which I had the honor to preside, one of the strongest supporters of the plan was my opponent at the polls, and Lord Rosebery wrote me that he had long believed there were few more pressing objects of policy, not only from the Irish point of view, but also from the British and imperial viewpoints. He said he believed that £10,000,000 was cheap, considering the advantages to be gained."

This tunnel is not new. Fifteen years ago it was seriously discussed, and later the Belfast chamber of commerce took it up, and asked for government assistance in getting preliminary soundings, and also for a guarantee of interest on the capital invested. But the enterprise looked bigger than it does now, and £10,000,000 sounded like more money than it does now, and the government was afraid to go into it.

About the only danger now, from an engineering viewpoint, is the possibility of fissures in the rock. The various strata that would be crossed are known to be individually waterproof, but a fissure where two strata are joined might spoil the whole plan, and make it necessary to find some other place of crossing than that now selected, connecting Stranraer on the Scotch side with Magee island, twenty miles northeast of Belfast on the Irish side. This is not the narrowest point in the channel, but it is the most feasible. Even here the tunnel would have to make a detour of two or three miles under water, to avoid an especially deep depression running

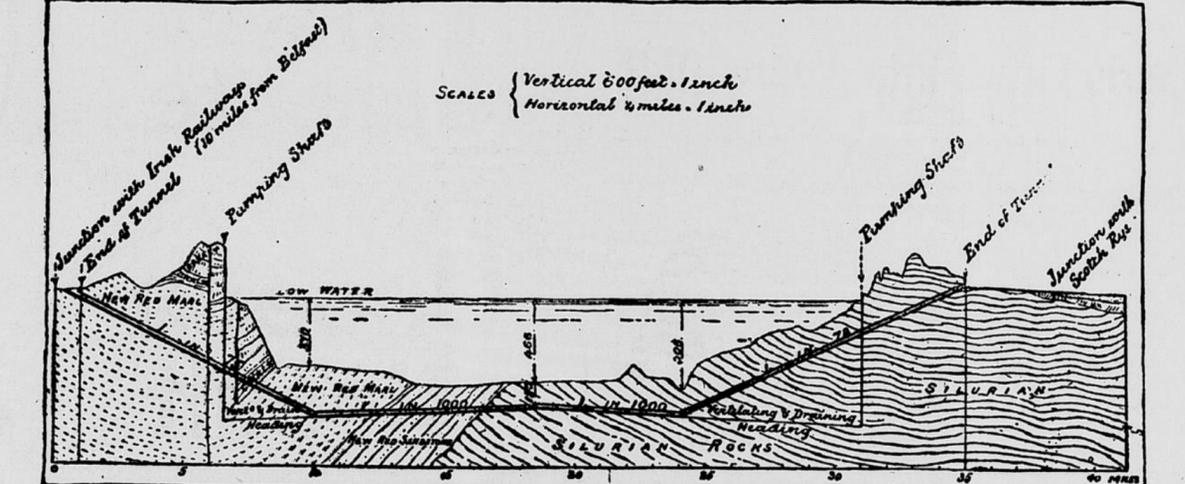


"But that program is rather disastrous for Queenstown, isn't it?" "Yes, rather."

"And Queenstown is going to be heard from on the subject isn't she?" "No doubt, but it is the voice of Belfast that will carry weight, for that is the city most directly interested in the tunnel. It is the chief city of Ireland.

would go a long way toward making the line pay, for it is a long disagreeable trip by boat across the channel. But perhaps I am prejudiced. They say I am in favor of the tunnel because I am such a notoriously bad sailor."

"If the government refuses to guarantee the 3 per cent interest will the plan fall through for the present?"



to make three or four ordinary writing tables. Young couples have started housekeeping before now in a house whose floor surface appeared no greater than the top of that desk. It was covered with newspapers and maps, in which the marquis was evidently much interested.

"I believe," he said, "that the proposed tunnel would bring a great change to Ireland, and although, of course, it is an undertaking that would have appalled the engineer of a generation ago, I am told that there is no mechanical difficulty today that stands in the way of it. The total length of the tunnel under the sea would be twenty-five miles and the approaches on either side would be about five miles each, making thirty-five miles in all. Of course that is about three times as long as any tunnel yet built. The Simplon is about thirteen miles, isn't it? And the St. Gothard tunnel is something like nine miles long. But it is astonishing what progress the engineers have made, and it is likely that in the course of ten years it would take to build the tunnel still further progress would be made, so that the second half might be done in less time than the first half would take."

"However, that is a matter for the experts to talk about. What I am most sure about is that the tunnel will be a great saving of time. It takes six hours to get from London to Carlisle. By means of the tunnel it would be possible to go from Carlisle to Belfast in from two to three hours. With the improvements that are to be expected in ten years it should be possible to get from Belfast to Galway in three hours. That makes eleven or twelve hours from London to Galway."

"But why do you mention Galway? That isn't especially noted as a seaport, is it?"

"It is likely to be if the tunnel is built. It is the most convenient port to New York, and it is in the most central part of Ireland. It is the natural stopping place of the transatlantic steamers, and may become a port of



LONDONDERY, LORD LIEUTENANT OF IRELAND.

along parallel with the Scotch coast. With the route as at present laid out, it is estimated that the tunnel at its deepest point would be 500 feet under the surface of the sea, and that the steepest gradient will be one in seventy-five, which is nothing extraordinary.

Any American engineer would consider the estimate of ten years' time required for this job to be rather liberal, for great progress has been made in the speed of tunnel digging in the last twenty-five years. When St. Gothard tunnel was begun in 1872 the highest rate of progress was two and a half yards a day. Eleven years later the average rate of progress in the Arlberg tunnel was twelve yards a day. Since then the increase has been rapid, and if a chance is given to American contractors to bid on the tunnel, the British public will be rather likely to discover that it wouldn't take ten years to tie England and Ireland together with steel.

Not a little doubt has been expressed about the financial feasibility of this extraordinary undertaking. Would the government have to go down into its pocket to find the 3 per cent? It is said in reply that a large part of Ireland's growing commerce would reach England through the tunnel, which would expect to compete with the channel steamers in price, and, of course, far outrun them in speed. It is said, furthermore, that the Green Isle has vast possibilities as yet undeveloped, and only waiting for something to come along and stir them up. Owing to the efforts of Irish capitalists, tourists are beginning to take a greater interest in the island than they ever took before, and if it were not such a difficult place to reach, they could be expected to go there in shoals. As the route to Scotland would be so short and quick, it is expected that Irish produce would find a new and profitable market in the manufacturing towns of Scotland and the north of England.

**A Wonderful Performance.**  
A man from Pine Knob stood watching a performance on a slide trombone. Suddenly, seizing a companion's arm, the Pine Knob man suddenly exclaimed:  
"Look thar, Lige!"  
"What's the matter?"  
"Look thar! He done it agin!"  
"Done what?"  
"W'y, crowded more'n half that blamed hon' inter his mouth!"—Short Stories.

### PATENTS.

#### List of Patents Issued Last Week to

Scott F. Evans, Minneapolis, Minn., tile-arch construction; Harry E. Helmick, Minneapolis, Minn., computing machine; Peter H. Holm, Warren, Minn., graphophone; Joseph Jungbauer, St. Paul, Minn., cuff-holder; Chas. Leiding, Duluth, Minn., car lock; Wm. McIntosh, Winona, Minn., blow-off cock and boiler check; John O'Connor, Ely, Minn., fastening handles to crosscut saws; Lydia K. Sturm, Duluth, Minn., time calculator.  
Merwin, Lathrop & Johnson, Patent Attorneys, 110 Pioneer Press Bldg., St. Paul.

#### Preferred the Punishment.

"I shall expect you to tell the whole truth," said the justice to the colored culprit.  
"De whole truth, sah?"  
"Jedge, des gimme six months!"—Atlanta Constitution.

#### A Matter of Business.

Doctor—Why in the world do you kick about the reduction in the price of gas?  
Druggist—It's spoiling my suicide trade. I don't sell half as much carbolic acid as I did.—Judge.

#### Ask Your Dealer for Allen's Foot-Ease.

A powder to shake in your shoes. It rests the feet. Cures Corns, Bunions, Swollen, Sore, Hot, Callous, Aching, Sweating Feet and Ingrowing Nails. At all druggists and shoe stores, 25 cts. Sample mailed FREE. Address Allen S. Olmsted, Le Roy, N. Y.

#### How to Draw Them.

"Did you hear of that New York woman who gave \$100,000 to a man who rescued her from drowning?"  
"Yes. If there were more women like that at the seashore they would never have to deplore a lack of men at the resorts!"—Chicago Times-Herald.

#### They Seldom Do.

"Isn't it awfully difficult," asked the gushing maiden, "to find new ideas for your plays?"  
"I don't know," said the successful playwright, "I have never tried it!"—Brooklyn Life.

#### One of the Few.

"Here's a picture of a man who made a fortune by his pen."  
"Great writer, eh?"  
"No; inventor of the fountain pen."—Chicago News.

#### Money Talks.

Richly—Money talks.  
Scrimpers—Yes; but through the long-distance telephone, in my case.—Syracuse Evening Herald.

### Pain Conquered; Health Restored by Lydia E. Pinkham's Vegetable Compound.

[LETTER TO MRS. PINKHAM NO. 92,649]

"I feel it my duty to write and thank you for what your Vegetable Compound has done for me. It is the only medicine I have found that has done me any good. Before taking your medicine, I was all run down, tired all the time, no appetite, pains in my back and bearing down pains and a great sufferer during menstruation. After taking two bottles of Lydia E. Pinkham's Vegetable Compound I felt like a new woman. I am now on my fourth bottle and all my pains have left me. I feel better than I have felt for three years and would recommend your Compound to every suffering woman. I hope this letter will help others to find a cure for their troubles."—Mrs. DELLA REMICKER, RENNELAER, IND.

The serious ills of women develop from neglect of early symptoms. Every pain and ache has a cause, and the warning they give should not be disregarded.

Mrs. Pinkham understands these troubles better than any local physician and will give every woman free advice who is puzzled about her health. Mrs. Pinkham's address is Lynn, Mass. Don't put off writing until health is completely broken down. Write at the first indication of trouble.

#### The Soft Answer.

Irate Father—I saw you kiss my daughter under cover of the bushes this afternoon. What do you mean by it?  
Golly!—Well, now you hardly think I would stoop low enough to discuss matters with a beastly peeper, do you?—Philadelphia North American.

#### Chicago Great Western Increase.

The earnings of the Chicago Great Western Ry. "Maple Leaf Route" for the fourth week of July 1899 show an increase of \$9,573.08. Total increase since beginning of fiscal year (July 1st) to date, \$89,343.02.

#### Just Think of It.

Tommy Scroggins—I'd hate to be dat two-headed boy at de museum.  
Jimmie Wiggins—He has lots o' fun.  
Tommy Scroggins—I know dat; but jes' tink o' havin two faces to wash.—Ohio State Journal.

In addition to 4,000 freight cars, the Baltimore and Ohio South Western Railroad has purchased two new postal cars, 60 feet in length; four 65-foot baggage cars; five 90-foot combination baggage and coaches; three 80-foot first-class coaches with wide vestibules and modern in every respect; and two combination parlor, dining and observation cars each 67 feet in length.

### GUNS and AMMUNITION

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**An Art Criticism.**  
"The tattooed man is well built, isn't he?"  
"Yes; but I wouldn't exactly call all the pictures on him 'good form.'"—Philadelphia Bulletin.

**Heed the Red Flag of Danger!**  
Red pimples, blotches, boils, sores are danger signals of torpid liver, poisoned blood. Cascarets Candy Cathartic will save you. All druggists 10c, 25c, 50c.

The men who succeed best in public life are those who take the risk of standing by their own convictions.—J. A. Garfield.

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