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# The Pittsburgh Dispatch.

PITTSBURG, TUESDAY, AUGUST 26, 1890.

THREE CENTS.

FORTY-FIFTH YEAR.

## BENEATH THE RIVER.

### Completion of a Remarkable Triumph of Engineering at Port Huron.

## ST. CLAIR TUNNEL FINISHED

### Gigantic Underground Passage Built Between the Dominion and the United States.

## CONSTRUCTED ENTIRELY OF IRON.

### Solving a Difficulty Which Has Long Puzzled the Experts of the Western Continent.

## WORKMEN MEET EXACTLY IN MID-RIVER

### An Immense Value and Importance to Railroads Operating Between Canada, the East, West and Northwest.

## COST OF THE WORK IS MONEY AND HUMAN LIVES

Probably the most remarkable feat of engineering was brought to a successful issue yesterday by the completion of the tunnel beneath the St. Clair river between Port Huron and Sarnia, thus creating another link between the United States and Canada. The work is one of special value to railroads crossing at that point, where ferries have been used hitherto, and will save time and reduce the cost of transportation.

## SPECIAL TELEGRAM TO THE DISPATCH.

PORT HURON, MICH., August 25.

HE longest river tunnel in the world, and the most daring piece of engineering in this country was completed here this morning. For 13 months 600 men have been busily and ceaselessly digging under the St. Clair river, and now the world sees the completion of what was looked upon as an impossible undertaking—the building of an underground passage through mud, quicksand and bowlders, between Canada and the United States, working almost inestimable value to transcontinental shipping, and abolishing the slow ferries and attendant annoyance to travelers between the Northwest and the East. In the matter of boldness it possibly equals the Brooklyn bridge; the difficulty of underground work balancing the more intricate work necessary in that mid-air.

## Measurement to American Genies.

It is built under the supervision of the Canadian Government, is owned by a private company, has no double in the world, and, in many ways, is a marvel. The length of the tunnel from the beginning of one approach to the end of the opposite side is 28,000 feet, 6,000 of which are wholly underground, with 2,310 feet under the river, 2,390 under Michigan land, and 2,300 under Canadian. It is entirely a unique construction, built exclusively of iron, without a stone or brick in it. It is simply an iron tube made of plates, 6,000 feet long and 20 feet in diameter, perfectly round and water-tight; as dry as a street in summer time, lighted by electric light, ventilated by air engines, and kept at the right temperature with steam pipes.

## Four Years of Experimenting.

After four years of experimenting Engineer Hobson devised the present method, and within the time stated from its commencement is about to see the end of his immense undertaking. It practically solves a difficulty which has long worried the States adjacent to the inland seas, the engineers at Washington, and a specially appointed commission which has

## The Shield to Protect the Workmen.

been told to allow a bridge across any of the waters forming part of the chain which connects by waterway the West with the seaboard, and thus impede a business larger each year than that of Liverpool and London combined. It will henceforth be tunnels and not bridges, as this process reduces the cost to a minimum, and makes them cheaper than bridges of an equal length. It promises to build a companion tunnel will parallel to the one about to be opened, and a Detroit company has been granted the privilege to build one or more under the Detroit river.

## Why Bridges Are Inappreciable.

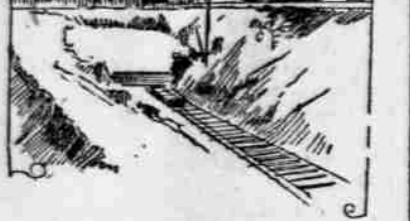
Bridges between the States and Canada are entirely inappreciable. The banks at no points adjacent are high enough to permit of a high bridge, save by the expenditure of an immense amount of money for approaches, and a low bridge would be out of the question, and neither the Dominion nor the States would permit its erection. For four years, the company which has built the tunnel, experimented with various brick and stone arrangements. The expenditures for experiments have exceeded those in construction, although the

present hole costs more than \$2,000,000, exclusive of the long inclines at each end. The method of construction is simple. The shield, so-called because it contains the men who do the digging and constantly protects them from danger, is entirely unique, and has but two prototypes in the science of civil engineering.

## A Marvelous Success.

Its success has been marvelous beyond expectation, as the men working from opposite sides of the river toward each other have completed 6,000 feet of tunnel within a little more than a year's time. It is an immense cylinder of the diameter of the tunnel, in the present instance 20 feet and 16 feet in length. It is built of steel plates staunchly braced inside with great timbers. The plates on the front end are made with an edge and to the rear end are fastened the hydraulic jacks. Projecting over and fast-

## Approach to the Tunnel.



## Engineers Make the Trip Through the Tunnel.

The last expedition of Earth to be removed on Thursday morning—a General Jubilation. PORT HURON, August 25.—The workmen engaged upon the two ends of the St. Clair river tunnel between Port Huron and Sarnia shook hands with each other this morning at the St. Clair river, and made the great subterranean highway echo with their cheers.

## A Titanic Plow.

Consequently, when the water was turned on this monster cylinder plowed slowly into the rim of the rear end, in a steel cylinder, called the tail piece. Inside this tail piece the rings of the tunnel lining are riveted together, and, as the shield advances, the tail piece is drawn from behind the lining, and against the edge of the last ring the jacks work, shoving the machine ahead with a slow but simply irresistible force. A row of 24 jacks was used, each one with a pushing capacity of 125 tons.

## Lowering the Shield into Place.



the earth under 3,000 tons' pressure, or a weight of 6,000,000 pounds. It was simply irresistible, and out bowlders square in two. Inside this shield, 25 men worked. The clay was cut with sharp instruments from the front end, as far as the edge and passed back to the mule cars. By this process, the men were at all times free from any danger or cave in. The back end of the shield had air tight doors, which could be closed on a moment's notice in case water should be struck.

## Avoiding the Troublesome Tariff.

Each ring, when completed, weighs 14,130 pounds, and the 3,800 of them have used 53,770,000 pounds of the best iron known. Those for the Michigan end were made in Detroit, and those for the other side in Canada, thus avoiding that nuisance, or adjusting the door on the tariff. But anticipating trouble, as the United States iron has been used further than the imaginary wall, which might be ruled to extend as far down as China, the department was appealed to and promised to close its eyes to this fact.

## Killing Men and Horses.

Through great tubes four immense engines pumped air into a tank, and thence into the air-tight section of the tunnel until the pressure was 20 pounds to the square inch. It proved to be a deadly process, and three men died in quick succession. The horses drawing the cars died after two days' service. Finally the laborers were put under medical examination, and only one in ten was found who could work under such an unnatural atmosphere, but mules were found to thrive on it. With this pressure the water and quicksand were driven ahead, and the work went on as rapidly as before.

## Crushed Men Like Egg Shells.

Occasionally a rift in the clay would be struck and the water in the big river would boil up like a geyser. If the pressure reached 45 pounds the men would drop dead—simply crushed. A man with his head on a valve watches the gauge constantly and regulates the pressure. When the air is released from the boiler lock it sounds like the roar of a dozen engines or a gas well.

## Occasionally a Rift in the Clay.

The greatest depth of the tunnel under ground is 85 feet, and it comes within 15 feet of the river bottom at one point. Occasionally a rift extending to the river would be struck through, which the compressed air would rush and cause the water to boil as a geyser. Only three men have been killed during the construction of the work. Its completion will be largely celebrated, and Sir Henry Tyler, President of the Company, comes from London, England, to witness the event.

## An Engineer With a Record.

Sir Joseph Hobson, the engineer in charge of the work, was engaged for a number of years prior to 1870 in private practice, and upon the location and construction of different railways in the United States and Canada. At the beginning of 1870 he was appointed resident engineer of the International Bridge, at Buffalo, and was continuously on the ground during its construction. On the completion of that work, at the end of 1875, he was appointed chief assistant engineer of the Great Western Railway, of Canada, and about two years later he was appointed chief engineer of that line, and he still continues to hold that position under the management of the Grand Trunk Railway Company. Mr. Hobson is a Canadian by birth, and is a member of the Institute of Civil Engineers in England; of the American Society of Civil Engineers, and also of the Canadian Society of Civil Engineers.

## Its Effect on Transportation.

The machinery necessary to the construction, covered several acres. A complete electric light plant, machine shop, air engines and pumping stations, hoisting engines and boilers, a steam heating apparatus and many other contrivances. The effect on transportation between Canada, the East and the West and Northwest, will be of immense value. It will reduce the time enroute several hours and does away with the slow and cumbersome method of transportation on the roads passing through this section of the country. It will be leased to other lines, for consideration and eventually will be used by at least four great lines. It means much to shippers, who are watching with interest this bold and gigantic experiment.

## Practically Completed.

## Workmen Shake Each Other's Hands Under the River.

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## ON THE OTHER SIDE.

### Events of Interest Transpiring Across the Deep, Blue Waters.

## THE SIMPLE LIFE OF A PRINCE.

### Over Sixteen Thousand Miners on Strike at Mons, Belgium.

## EXPLORE STANLEY SERIOUSLY ILL.

### Thousands of American Tourists Perambulating Through Europe.

The Prince of Wales is living a simple life and delighting the people of Homburg with his urbanity. The Belgian Government is worried by the miners' strike. Explorer Stanley is very unwell and, with his wife, has gone to Switzerland to recuperate. The American tourist has invaded Europe in force.

## STANLEY IS ILL.

The Explorer and His Wife Going to Switzerland for Quietness. (BY DUNLAP'S CABLE COMPANY.) KIRKCALDIE, August 25.—Mr. Stanley's agent, writing to a gentleman here, says he regrets very much to be obliged to state that, in spite of several paragraphs to the contrary which have appeared in the newspapers, Mr. Stanley is very far from being restored to health. The physicians have given him strict orders to keep perfectly quiet, and with this end in view Mr. and Mrs. Stanley have gone to a small village in Switzerland, where they will probably remain until the end of October, when they will leave for America to enable him to complete the lecture tour for which the arrangements were made in 1888 with Major Pond. His health will not allow him to fulfill any lecture engagements during the present year.

## THE FRENCH LABORER.

His Condition to be Investigated by the Government. (BY CABLE TO THE DISPATCH.) PARIS, August 25.—The French Minister of Commerce proposes to make an elaborate inquiry into the condition of labor and laboring men in this country, and intends to make the scope of his investigation so wide as to include about everything that bears directly upon the well-being of the working classes.

## INNOCENTS ABROAD.

American Tourists Crowding the Show Places of Europe. (BY DUNLAP'S CABLE COMPANY.) GENEVA, August 25.—All the noted resorts of Switzerland most affected by tourists are now crowded as they have seldom been before. This city, Lucerne and Interlaken are simply overflowing with visitors, both American and French, the English being decidedly in the minority; while the railways up the steep sides of the High and Mont Pilatus are besieged by more travelers who wish to ascend than can possibly be accommodated.

## MINERS ARE MAD.

Belgian Coal Miners Refuse to Accept the Government Offer. (BY DUNLAP'S CABLE COMPANY.) MONS, August 25.—The Government is making active preparations in anticipation of a possible outbreak as a result of the miners' strike in the Borinage district. Both the miners and the mine owners refuse to budge one jot from the position they have taken up. The owners offered as a compromise to allow the regulations which were rescinded by the treaty as obnoxious to become a dead letter for the present, but the miners absolutely refuse this and insist on their entire abolition. As a consequence of this state of affairs, 16,500 men are striking to-night, and 12 more shafts have been extinguished. At the mine shafts the guard of chasseurs and miners have been considerably increased, but the presence of the military is very objectionable to the men. Two regiments arrived to-day and were greeted by catcalls, hisses, groans and other offensive demonstrations, but so far no violence has been reported. A French Anarchist, named Colard, while making a very wild harangue to the Borinage miners, urging them not only to strike, but to fight for their rights, was seized by the gendarmes and promptly kicked over the frontier.

## POOR VIVANDIERE.

She is Stripped of Her Uniform and Relieved of the Best of Her Wages. (BY DUNLAP'S CABLE COMPANY.) PARIS, August 25.—Following close on the announcement that the duello is to be no longer obligatory among the officers of the army, another tradition of French military life is about to disappear. The Minister of War has issued a decree by which the vivandiere, who used always to march in the van of the regiment, is deprived of her uniform and is relegated to the position of a simple soldier. The only distinguishing mark of her employment will be a simple brass plate.

## RUMORS OF WAR.

The Ameer of Afghanistan Putting on His Fighting Clothes. (BY CABLE TO THE DISPATCH.) CALCUTTA, August 25.—Rumors are current among the frontier tribes of India to the effect that the Ameer of Afghanistan, Abdur Rahman Khan, intends to begin a religious war soon, but it is not stated with whom he is going to make battle. There is no reason at present to think that anything serious will come of it.

## COME TO HIS OWN AGAIN.

The Earl of Shannon Returns to His Ancient Home in Ireland. (BY DUNLAP'S CABLE COMPANY.) DUBLIN, August 25.—The Right Honorable Henry Bentwick Boyle, Earl of Shannon, who was known as "the missing nobleman," and whose whereabouts in America have been for many years unknown, has suddenly returned to his ancestral halls. He has announced that he intends to live up to his part of a practical landlord, and to that end he will leave next week for London in order to make arrangements for a visit to servants for the old castle, which has long been uninhabited. His Lordship, who is 67 years old, is a practical and enthusiastic farmer, and is fond of country life and sports, so that his residence among his tenantry cannot fail to be of the greatest advantage to them.

## WILLIE WAS NOT IN IT.

The Kaiser's Diplomatic Efforts With the Czar a Lamentable Failure. (BY DUNLAP'S CABLE COMPANY.) BERLIN, August 25.—All accounts, private and official, agree that the reception tendered the Emperor by the Czar and his people was on a scale of magnificence unsurpassed by any previous experience. But public opinion claims that there His Majesty's triumph ended, his political mission came to naught. Captivity could make no headway with Monsieur Giers, the Russian Minister of State, and the entire diplomatic intercourse was a fictitious and constrained atmosphere.

## POTTER AND KYRLE.

Will Assist the Native of India With Their Home Government. (BY DUNLAP'S CABLE COMPANY.) CALCUTTA, August 25.—Mrs. James Brown Potter and Mr. Kyrle Bellow have terminated their engagement in Victoria and will play a starring tour through India, commencing here, where especially attractive terms have been offered to them.

## A TOURIST ROBBED.

Sir George Beaumont Starts Out Poorly on His Trip to America. (BY DUNLAP'S CABLE COMPANY.) DUBLIN, August 25.—Sir George Beaumont, who reached here to-day by the mail steamer from England, en route to Queensland, was robbed of his watch and pocket watch, he is proposed to embark for

## QUAY FAVORS EMERY.

### For the Succession to Representative Watson's Vacant Seat.

## ALL FORGOTTEN AND FORGIVEN.

### Newton Black Withdraws From the Congressional Contest.

## THE OHIO DEMOCRATIC COMBINATION.

### Work of the County Conventions of Both Parties in Pennsylvania.

A successor to Congressman Watson is already being talked of. Senator Quay favors Lewis Emery, and it is hinted that the latter has made his peace with the leader of Pennsylvania politics. Newton Black is tired of the middle in the Twenty-fifth district, and has retired from the contest.

## WASHING TON, August 25.—The death of Representative Watson will precipitate another struggle of the opposing elements in the Twenty-seventh Congressional district of Pennsylvania. Watson had been nominated by the Republicans for the Fifty-second Congress after a severe struggle with ex-Senator Lewis Emery, Jr., the man who brought the charges of bribery and corruption against Delamater, Quay's candidate for Governor. There is little doubt that Emery will again enter the lists, and Senator Quay himself said to-day that he will probably secure the nomination. Watson, by reason of his great wealth, was the most formidable man in the district, and carried Emery's own county. It is doubtful whether any other man can beat him on his own ground, although Charles W. Stone, who has been Lieutenant Governor, and is now Secretary of the Commonwealth, and who is a townsman of Watson's, will doubtless come to the front with great strength.

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## NEWTON BLACK WITHDRAWS.

He Declines the Congressional Nomination From the Twenty-Fifth District. (SPECIAL TELEGRAM TO THE DISPATCH.) BUTLER, August 25.—Hearty approval has met the action of the investigating committee of Beaver and Butler counties in providing for a new convention and a new candidate. The Republican County Committee has been called to meet September 1 at 11 P. M., to hear their report. To-day Chairman J. M. Sullivan received a communication from Newton Black, Esq., who was the nominee of this county for Congress. Mr. Black, after reviewing the present muddle, says that in equity Butler county deserves the nomination, but that the interests of harmony in the party, he thinks it best to retire from the contest. It is quite impossible to foretell what effect the withdrawal of Mr. Black will have upon the already muddled situation in this Congressional district. It is not likely that any name will be presented from this county. A name frequently mentioned is that of T. W. Phillips, who lives in Lawrence, but has large business interests and an extensive acquaintance in this county.

## THE INDEPENDENT CAMP.

In Philadelphia Being Prepared for the Conduct of the Campaign. (SPECIAL TELEGRAM TO THE DISPATCH.) PHILADELPHIA, August 25.—The Independent Republicans who favor the election of Pattison secured rooms to-day on the second floor of No. 931 Chestnut street. The rooms are being papered and fitted up, and will soon be ready for occupancy. As soon as they are ready the necessary furniture will be moved in, and the Chairman and secretaries will enter upon their campaign work. A large number of them are expected to be present at the meeting of the party on Monday evening, August 26, at the City Hotel, where the party will meet to discuss the campaign.

## HARBVESTERS STRIKE.

Irish Agricultural Laborers Object to the Remuneration Offered. (BY DUNLAP'S CABLE COMPANY.) DUBLIN, August 25.—A general strike occurred this morning among the corn laborers, and 2,000 of them have gone out. The point of difference between them and their employers is that of the amount of wages they are to receive.

## DEMOCRATIC NOMINATIONS IN BACKS.

DOYLESTOWN, Pa., August 25.—At the Democratic County Convention the following nominations were made to-day: State Senator, George R. Egan, Doylestown borough; Assembly, Dr. O. A. Fretz, Quakertown; William H. Robbins, Doylestown borough; James L. Fabian, Yalls.

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### Official Statement of the Supreme Council Announced.

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Some fiery language and deliberations over the Labor Act.

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