

The Greatest of Submarine Tunnels.
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 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 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, Earl Spencer, and many another 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 guarantee 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, application was made for information on the subject, although lords of high degree are not much given to granting interviews in England.

"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 the 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 central part of Ireland. It is the natural stopping place of transatlantic steamers, and may become a port of great importance. It would cut several hours off the time of passage if the steamers were to stop here instead of going to Queenstown."

"But that programme 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, and does much the larger part of her business. Belfast would probably be the railroad terminal of the tunnel, and doubtless the trains would run to Belfast from the English side without stopping. To go from Belfast to Galway without changing cars would require an entire new line of railroad, owing to the present differences in gauge between the English and Irish roads, but that would come in time."

"I believe the passenger traffic alone 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 favour of the tunnel because I am such an outrageously bad sailor."

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

"I can't say, but it seems hardly likely that the Government will refuse. This case isn't parallel to that of Mr. Rhodes' railroad. Africa is unknown, and the receipts from the road were problematical, but with this tunnel the receipts can be estimated almost scientifically, and besides the tunnel would 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 for 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 honour of presiding, one of the strongest supporters of the plan was my opponent at the polls, and Lord Rosebery wrote 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 plan 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 possibilities 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 Stranoroe on the Scotch side with Magee island, twenty miles north-east 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 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 the 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 effort 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. And, perhaps most important of all, it is rather expected that a tunnel would induce some of the Atlantic transport lines to make Ireland their terminus—Galway being the place in mind.

HEART STARTS.

Dr. Agnew's Cure for the Heart—One Dose Helped in 30 Minutes—Two Bottles cured.

Mrs. M. K. Calhyer, 29 Pacific Ave., Toronto, was troubled with heart disease for years, could not stand on a chair without growing dizzy; going up stairs or being suddenly startled brought on palpitation, suffocation and intense pains under the shoulder blades. She tried many remedies—was treated by heart specialists without permanent relief. She procured and used Dr. Agnew's Cure for the Heart. She got relief within 30 minutes after the first dose, and before she had taken two bottles every symptom of heart trouble had left her. For sale by Garden Bros.

How to Spoil a Good Knife.

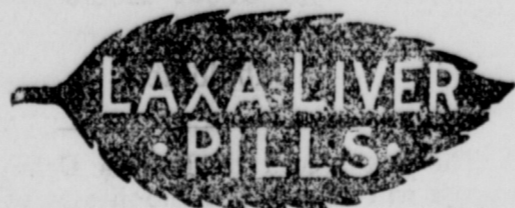
"There's a knife I bought in your store awhile ago and the blades have given out," said a countryman in a large hardware store. "What's the matter with it?" asked the clerk, and the customer proceeded to relate how the "temper" had left the blades. He said he used his knife chiefly to cut plug tobacco and apples, and the confession led to a discussion of knives in general, during which the countryman was given the information that the acid in apples and plug tobacco



DR. WOOD'S NORWAY PINE SYRUP.

CURES COUGHS AND COLDS.

Mrs. Alonzo H. Thurber, Freeport, N.S., says: "I had a severe attack of Grippe and a bad cough, with great difficulty in breathing. After taking two bottles of Dr. Wood's Norway Pine Syrup I was completely cured."



Work while you sleep without a grip or gripe, curing Sick Headache, Dyspepsia and Constipation, and make you feel better in the morning.

would draw the "temper" out of the best knife blade ever made. "Very few people understand that fact," said the salesman, "but it is a fact just the same. A knife that is used to cut apples and tobacco will give out a good deal sooner than it would had it been used on the hardest wood. A great many people sharpen pencils with a knife and then kick when the blade becomes dull or nicks. The reason is that the lead is gritty, and when it shows its effect on the blade the complaint is made that the steel is either too hard or too soft."—Grand Rapids (Mich.) Herald.

If TAKEN IN TIME The D. & L. Emulsion will surely cure the most serious affections of the lungs. That "run down" condition, the after effects of a heavy cold is quickly counteracted. Manufactured by the Davis & Lawrence Co., Ltd.

NOTICE.

The Election of MAYOR —AND— TOWN COUNCILLORS

For the Town of Woodstock,
will be held on

**Monday, the Fifteenth day
of January next,**

At the following places:

POLLING PLACES FOR DISTRICT NUMBER ONE.

All Rate-payers whose surnames commence with any letter of the Alphabet from A to L, both inclusive, who reside in District number one, comprising Kings and Queen Wards, shall vote at or near the Council Chamber in the Town Hall.

All Rate-payers whose surnames commence with any letter from M to Z, both inclusive, who reside in the said District number one, shall vote at or near the Town Hall (up stairs.)

POLLING PLACES FOR DISTRICT NUMBER TWO.

All Rate-payers whose surname commence with any letter of the Alphabet from A to L, both inclusive, residing in District number two, which comprises Wellington Ward, shall vote at or near the Brunswick Hotel.

All Rate-payers whose surnames commence with any letter of the Alphabet from M to Z, residing in said District number two, shall vote at or near William Barnes.

NOMINATION OF CANDIDATES FOR MAYOR AND COUNCILLORS.

Nominations of Candidates for Mayor and Councillors shall be filed with the Town Clerk at the Council Chamber in the Town of Woodstock between the hours of ten of the clock in the forenoon and the hour of twelve of the clock, noon, of Thursday, the Eleventh day of January next. Blank nomination papers can be had on application at the office of the Town Clerk.

Dated this Eighteenth day of December A. D. 1899.
J. CHIPMAN HARTLEY, Town Clerk.

To the Electors of Carleton County.

GENTLEMEN—

Having been tendered the unanimous nomination of the supporters of the local government as their candidate, at the pending election, I have accepted the same and solicit your support. If elected I will give the present government an independent support, believing as I do that they have honestly worked for the best interests of the province and of this county in particular. I also feel that they are entitled to a generous support on account of the progressive agricultural policy which has been pursued of late years, especially the bonusing of wheat mills and cheese and butter factories; and, being a farmer, I shall always endeavor to look after their interests to the best of my ability. I shall give good roads and bridges my personal attention as far as possible, and promise that all expenditures shall be honestly and judiciously managed.

Hoping to receive your generous support,
I remain, yours, etc.,

FRANK R. SHAW.

Dec. 29th, 1899.

Subscribe for THE DISPATCH.

CONFEDERATION LIFE ASSOCIATION. OF TORONTO.

Established 1871.

—:-

Income \$1,200,000.

Policies Unconditional. Extended Insurance and Paid Up Policy after TEN years. Low Rates. Profits Unexcelled.

WENDELL P. JONES,
Special Agent.

G. W. PARKER,
Gen. Agent.

NORTH AMERICAN LIFE ASSURANCE CO.

Head Office, Toronto, Ont.

President—JOHN L. BLAKIE.

Vice-Presidents—Hon. G. W. ALLAN and SIR FRANK SMITH.

Progress, solidity and gain for policy-holders characterized the operations of this sterling home Company for 1898.

ITS MOST SUCCESSFUL YEAR.

The following figures illustrate the gains made over 1897, its previous most successful year:

Assets	increased	\$364,651.39	now totalling	\$3,137,828.61
Cash Income	"	85,570.32	"	785,130.81
Net Surplus	"	45,917.33	"	474,029.08
Insurance in force	"	1,874,830.00	"	20,545,708.00

A policy in the North American is a safe and remunerative investment because the Company's financial position is unexcelled.

L. GOLDMAN, Secretary.

WM. McCABE, Managing Director.

HUGH S. WRIGHT, District Manager, Woodstock.



WRITE YOUR BUSINESS LETTERS

on good Letter or Note Paper with your name, business and address tastefully printed on it.

Enclose Your Business Letters

in good Envelopes with your address printed in the corner. We can sell you this printed stationery about as cheaply as you can buy it unprinted.

Parchment Butter Paper.

is a specialty with us. We can give it to you in large size 24x36 inches, for tub linings or, in printed or unprinted wrappers for one or two pound prints. This paper is the very best on the market and we buy it in such quantities that we can sell it as cheaply as any office in the province.

THE DISPATCH,

Queen Street.

Woodstock, N. B.

The Hartford Grist Mill and Carding Mill

Are Running Every Day.

R. E. HOLYOKE, AGENT,
Woodstock.

Wool left in his care will receive prompt attention.

We have the reputation of making first-class work.

L. S. R. LOCKHART.

Hartford, Aug. 5, 1899.

POTATOES WANTED.

Highest Cash Price paid at the old Ketchum potato stand.
SOLOMON PERLEY.

FOR SALE.

1 Long Pung suitable for delivery or family driving, 1 One Horse Plow, 1 Harrow, Oak Bedroom Suite, Stoves, and other household furniture. Apply to Mrs. F. A. MILLS, Houlton Road.

C. P. R. TIME TABLE.

In effect October 2nd, 1899.

DEPARTURES—Eastern Standard Time.

(QUEEN STREET STATION).

6.20	A MIXED—Week days—for McAdam Junction, St. Stephen, St. Andrews, Fredericton, Saint John and East, Bangor, Portland, Boston.
8.35	A MIXED—Week days—for Amoscook Junction, Presque Isle, etc.
11.28	A EXPRESS—Week days—for Presque Isle, Edmundston, and all points North.
1.55	P MIXED—Week days—for Fredericton, etc., via Gibson Branch.
3.20	P MIXED—Week days—for Bath and intermediate points.
4.18	P EXPRESS—Week days—for Saint John and East, Vancabro, Sherbrooke, Montreal, and there with IMPERIAL LIMITED for all points West, Northwest, and on the Pacific Coast, Bangor, Portland, Boston, etc.
8.05	P MIXED—Week days—for Debec Junction and Houlton.

ARRIVALS.

7.40 A. M.	MIXED—Week days, from McAdam Junction.
11.28 A. M.	EXPRESS—Week days, from Saint John, St. Stephen, St. Andrews, Boston, Montreal, etc.
12.15 P. M.	MIXED—Week days, from Fredericton, etc., via Gibson Branch.
1.30 P. M.	MIXED—Week days, from Presque Isle.
4.18 P. M.	EXPRESS—Week days, from Presque Isle, Caribou, Edmundston, etc.
5.40 P. M.	MIXED—Week days, from Houlton.
7.47 P. M.	MIXED—Week days, from Bath and intermediate points.
9.40 P. M.	MIXED—Week days, from St. John, Portland, St. Stephen, etc.