

THE PROJECTED TUNNEL BETWEEN FRANCE AND ENGLAND.

The bill to authorize Sir Edward Watkin and his associates to proceed with the construction of the proposed great tunnel under the English Channel, from Dover to Calais, was recently again brought up in Parliament. It has been defeated before this. On this last occasion Mr. Gladstone made a strong and able speech in advocacy of the measure, by which the railway systems of England would be directly connected with those of the Continent, and the vast populations of Europe brought into direct communication with London. The advantages of this tunnel to Great Britain are so obvious that it is difficult to understand why the enterprise should be so bitterly opposed. But Mr. Gladstone's eloquence proved unavailing. The measure was not only defeated by a large majority, but the great orator was looked upon almost as a traitor to his country for publicly upholding and advocating the bill.

It is now nearly ten years since the preliminary bor-

awful cohorts of the French wheeling and running in absolute security through the bowels of the earth right into the heart of England; and they have never forgotten the terrible scare.

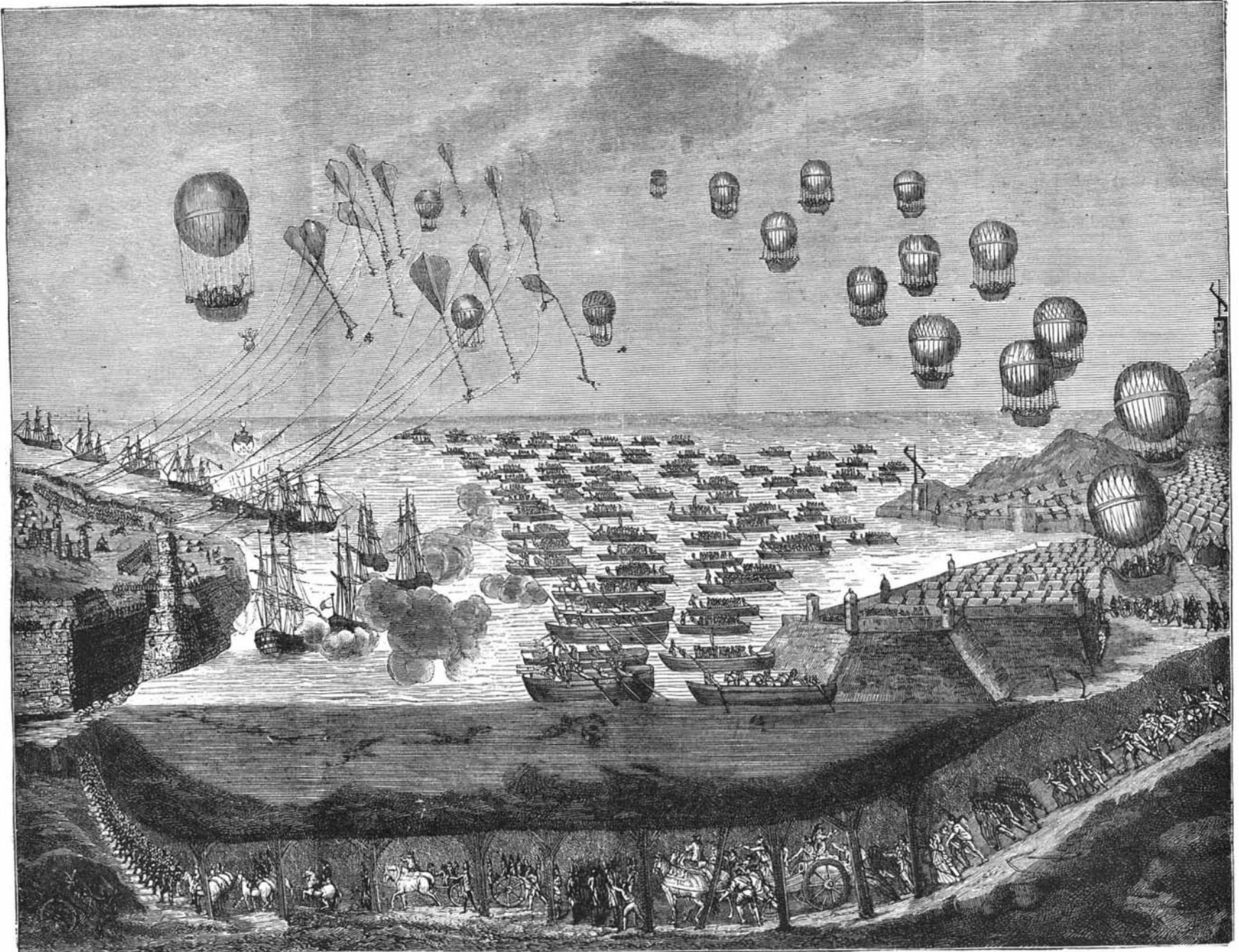
We reproduce from the London *Graphic* a copy of one of the old prints of 1801, in which not only war vessels, but the Channel tunnel and war balloons, were shown as brought into action for the nefarious purpose of invading Great Britain.

The London *Graphic* says:

"During the long war between England and France, which raged, with two brief lulls, from 1793 to 1815, two serious preparations were made for the invasion of England. The first of these was in 1801, when Boulogne, and every other harbor along the coast, was crowded with flat-bottomed boats, and the shores covered with the camps of the men who were designed to fill them. The second and more serious attempt was made in 1803-4, when the war recommenced after the short breathing time granted by the peace of Amiens. At this time, Boulogne being pitched upon as the principal

The British Parcel Post.

Parcels not exceeding seven pounds are now received at any post office in the United Kingdom for transmission to the Argentine Republic and Chili, *via* Germany. Parcels for the Argentine Republic and Chili will be included in the mails for Hamburg dispatched from London every Wednesday, Thursday, and Saturday morning. From Hamburg parcel mails are dispatched to the Argentine Republic every Thursday, and to Chili every alternative Monday. The parcel post is already in operation to Algeria, Ascension, Austria-Hungary, Azores, Barbados, Belgium, Beyrout, British Guiana, British Honduras, Bulgaria, Canada, Cape of Good Hope, Ceylon, Colombia, Congo Free State, Constantinople, Corsica, Costa Rica, Cyprus, Danish West Indies, Denmark, Dutch East Indies, Egypt, France, French colonies and possessions, Germany, Gibraltar, Grenada, Heligoland, Holland, Hong Kong, India (including Aden and Burma), Italy, Jamaica, Labuan, Leeward Islands, Luxemburg, Madeira, Malta, Natal, Newfoundland, New South Wales, North Borneo, Nor-



FRENCH PROJECTS FOR THE INVASION OF ENGLAND IN THE TIME OF NAPOLEON BONAPARTE, A. D. 1801.

Facsimile of a print published about 1801. It is interesting as showing how old is the idea of the Channel Tunnel. It will be seen that while the French are making feints both by sea and in the air, the main attack is being delivered through the tunnel, of the existence of which the English are supposed to be ignorant.

ings for this tunnel were undertaken on both sides of the Channel. On the French side, near Calais, the borings were carried down vertically and then out under the Channel for a considerable distance, far enough to show the practicability of the scheme. On the English side, near Dover, very extensive borings were inaugurated, and a preliminary tunnel, in all some two or three miles in length, was bored out under the Channel. In our SUPPLEMENT, No. 330, we gave a series of illustrations of this tunnel and the machinery by which it was cut.

What then is the real reason why the English are so greatly opposed to the consummation of this work? There is but one answer, *fright*. They are mortally afraid of a French invasion. This fear dates from the time of Napoleon, in 1801, and the British have not yet got over it. In that period, it will be remembered, great preparations were made by the Little Corporal to cross the Channel and subjugate Britain. A dread of the possible success of the attempt struck deep into the hearts of the Britishers, and still lingers with them. It was at this time the tunnel was first proposed and the ease of its construction brought intelligently before their eyes. They were made to see, pictorially, the

port of embarkation, its harbor and roads were made capable of containing two thousand vessels of various descriptions. As the engraving which we have reproduced bears no date, we are unable to say to which of these two periods it refers, but that which makes it interesting at the present time is that it (jokingly, of course) embodies the conception of a Channel tunnel. It will be observed that the military operations on the water and in the air partake of the nature of a feint. The real business is being done underground. The artist little thought that a time would come when such a scheme would be seriously contemplated, and when its realization would be prevented, not by engineering difficulties, but by fears on the English side of the strait. It is quite possible that, if the Gladstonian party return to office, Sir Edward Watkin will be allowed to carry out his pet project. Sincerely do we hope that that day may be far distant, for the tunnel will practically continentalize England, and, in case of war with France, will greatly lessen the difficulty of invading our shores. If the Dover end were seized by a *coup de main*, the French would have a tube at their disposal through which they might pour 100,000 men into Kent."

way, Portugal, St. Helena, St. Lucia, St. Vincent, Sarawak, Serbia, South Australia, Smyrna, Spain, Straits Settlements, Sweden, Switzerland, Tangier, Tasmania, Tobago, Trinidad, Tunis, Victoria, West Coast of Africa, Western Australia, and Zanzibar, and is about to be extended to Greece and Mauritius. That is the way the British government helps its export trade in small articles.

New Hudson River Bridge.

A bill was introduced in the United States Senate July 2 to authorize the construction of this bridge. The bill authorizes James King McLanahan, Jordan L. Mott, Henry Flad, Charles J. Canda, James Andrews, Thomas F. Ryan, Gustav Lindenthal, and William F. Shunk to construct a bridge near New York City across the Hudson River. The bridge is to consist of a single span, 140 feet in the clear above the level of ordinary high water. No pier is to be erected between the principal piers of the bridge. The bridge is to be begun within a year and completed within ten years after the approval of the bill, unless there is unavoidable delay by reason of legal proceedings.