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NEW YORK, SATURDAY, DECEMBER 31, 1892.

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Pen rack, Housser's sleeve*...
Planets, position of the.
Postal facilities, local, improve-| Postal facilities, local, improvement of ment of men

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PROPOSED RAILWAY TUNNEL UNDER THE TWO RIVERS AT NEW YORK.

A large railway tunnel under the North and East Rivers, connecting Brooklyn, New York City, and Jersey City, has been projected by Mr. Austin Corbin, of the New Jersey Central Railroad and the Long Island Railroad. It is said the Pennsylvania Railroad has been considering the matter of joining in the construction. Some \$50,000 has been expended in preliminary surveys and borings, under the supervision of Mr. Charles M. Jacobs, C.E., who reports that the construction under both rivers, and under the city of New York. will all be, with the exception of a short section in the North River, through very solid gneiss, in such firm and regular position as to almost entirely prevent leakage, and so that a lining even will hardly be necessary. It is planned that the tunnel shall start at Flatbush Avenue, in Brooklyn, the present terminus of the Long Island Railroad, thence passing by easy gradients to a greatest depth of 140 feet below the two rivers and the lower end of New York City. The tunnel will be connected by elevator shafts with the surface at two or three places in Brooklyn, and there will be similar stations in New York City as may be desired, the tunnel passing under the city from the foot of Maiden Lane to the foot of Cortlandt Street, and under the present Pennsylvania depot in Jersey City. It is said that the excavation will be 29 feet high and 21 feet wide in the clear, and that work can be prosecuted at seven different points at the same time. It is estimated that the construction can be completed in three or four years.

THE TWO ENGLISH-AMERICAN STEAMERS.

line, the City of New York and the City of Paris, here-available at once, as adjuncts of the post office, in the tofore sailing under English colors, though owned by rapid collection and delivery of the mails. The expense American citizens, will shortly assume the flag of the would be far less and the operation quicker than is United States, in accordance with the recent act of possible by any system of tubes. The Postmaster-Gen-Congress authorizing such assumption. At present these eral who will inaugurate a comprehensive system for are the fastest passenger vessels afloat. They are of 560 street car mail delivery and collection will confer a feet length, 10,500 tons, 20,000 horse power, built to lasting benefit upon the public and achieve a most carry an armament in the event of war, and may be honorable distinction. taken by our government should hostilities make it necessary. The change of flag will take place in Feb-|menced on a small scale, and works with much success. ruary and March next. At the same time there will be a change of ports in England.

and Liverpool, calling at Queenstown. In March next world in respect to internal postal facilities and the peothey will change to Southampton, where passengers ple will enjoy therefrom rare advantages. To be able can be landed at the dock, and reach London in less to hand mail matter to traveling postmen and to know than two hours' time, thus avoiding the delays, incon-that it will have immediate delivery is what everybody veniences and long railway rides of the Liverpool requires. The means for doing this stand ready. The

ships will probably be overcome in the course of is an act of Congress granting a reasonable appropriaa few months, when the two recently launched tion. The increased postal business would soon bring Cunard steamers Campania and Lucania, each of 30,000 horse power, 700 feet length, 20,000 tons, are ready for sea. It is a question, however, whether the Cunard boats will be able to beat our ships more than, half a day in time; and it seems probable, therefore, that passengers by the latter will be able to reach and the new Cunarders.

mails at the London post office at least eight hours from four to five hours sooner than any other steam- placement of 13,600 tons. ship, except the City of New York. By the new route the passenger will embark at the Inman line's new pier at New York, and upon arriving at the new Empress docks, Southampton, will board a special train removes the oldest living medical graduate, as he was for London, after passing a brief custom house ex-reported to be, of the University of Pennsylvania, amination. His baggage will go to London on the from which institution he received his diploma in

him in the English metropolis, where he can enjoy a The year of 1892 will be closed with this issue of the half day's sightseeing before the tourist who came by

IMPROVEMENT OF LOCAL POSTAL FACILITIES.

Postmaster-General Wanamaker has entered into an agreement with the United States Automatic Dispatch Company, of New York, by which the company Office building in New York with the main Post Office at Brooklyn for the transmission of the mails. It agrees to pay all expenses connected with the construction of the system, to maintain and operate it for a year, to remove it when required to do so by the buildings or other property. When completed, the company agrees to turn over the tubes and their appurtenances to the Post Office Department for such practical tests as the postmasters of New York and Brooklyn or the Postmaster-General may see fit to make, the tests to be at the expense of the company.

It is further agreed that the company shall provide office will be assured of the regular receipt of the electric power for the operation of the system, and shall lease it to the United States year by year, or sell it to the United States at its actual cost. The transportation, it is said, will be done by a miniature trolley railway, inclosed in a 16 inch square conduit. The mail matter will be placed in carriers of steel wire, 4 feet long and 14 inches square, each carrier taking a pouch containing 3,000 letters, or an equal bulk of other classes of mail. In the end of each carrier or car is a small electric motor, taking the current from a wire running between the tracks. It is expected that the cars will develop a speed of between 70 and 100 miles an hour. The cutting off of power and all switching will be done automatically, so that the clerks at either end will merely have to load and start the cars. The author of this plan is Mr. Andrew Bryson, Jr., of this city. The conduits, if the present plans are carried out, will be suspended from the iron work of the bridge and of the elevated road on Adams Street, Brooklyn.

This scheme reads very well, and could, no doubt, be made to operate; but the cost of maintenance, interest, and attendance would render it a very expensive method of doing the simple work of carrying the mails between the New York and Brooklyn post offices-a distance of a little less than two miles. A tube system is limited to mere transportation between fixed stations. It does not embrace the far more important work of rapid letter collection and quick local de-

What is urgently needed for the improvement of postal facilities in New York, Brooklyn, Chicago, Philadelphia, and all our towns, is not a plan of tubes, but a systematic employment of the street railways. Our cities are ramified in every direction by numerous lines of cars, horse, steam, elevated, and cable, which are in motion day and night. There is, The two magnificent ocean steamers of the Inman apparently, no reason why they might not be made

In St. Louis a street car mail system has been com-Now let us have it extended and employed in a thorough manner to all our towns and cities. When Heretofore the ships have sailed between New York this is accomplished the United States will lead the Postmaster-General is clothed with the necessary au-The speed supremacy heretofore enjoyed by these thority. All that is needed to set the work in motion back returns greater than the expenditure.

A Large Freight Steamer.

On the 22d of October last Messrs. William Doxford & Sons, of Pallion, Sunderland, launched from their ship building yard the steamer Samoa, which has been London fully as quickly as they could via Liverpool built to the order of Messrs. Crow, Rudolf & Co., of Liverpool. This vessel is not only the largest ever Under the new order of things, commencing in built on the Wear, but is said to be the largest dead-March, the City of Paris will deliver the United States | weight cargo vessel in the world. She is 465 feet in length, has a gross register of 6,400 tons, deadweight earlier than she has previously been able to do, and capacity of 9,250 tons on 25 feet draught, and gross dis-

A MEDICAL CENTENARIAN.—The death of Dr. Enoch Fithian, of Bridgeton, N. J., on November 15, same train, and a ride of an hour and a half will land medicine in 1815. He was born in May, 1792.