

Tunnel To Link England And France Will Make Paris A Suburb Of London



London, May 19.—Just as soon as the British premier, parliament, and war department sanction it, work will be started on the greatest engineering enterprise since American genius connected the Atlantic and Pacific oceans at Panama—the construction of a 36-mile tunnel under the sea, to connect England with the continent of Europe.

It will be the greatest tunnel in the world—far longer than those through the Alps and the Andes and in under water extent making the Hudson tubes in New York look like toys. It has been the dream of engineers, railway men and financiers for nearly a hundred years and the dream has always been blocked by British fears of military invasion.

Sir William Bull, a veteran member of parliament, a distinguished lawyer and chairman of the parliamentary commission on the Channel Tunnel, is urging upon Premier MacDonald that the present government

smooth the way for the tunnel project. I asked him to tell me about it.

"It looks," said he, "as if nature had specially prepared things to make it easy for man to build the tunnel and to build it at the points where the distance between England and France is the least. That point is between Dover on our side of the English Channel and Sangatte near Calais on the French side. The tunnel would be 36 miles in length, of which 24 would be under the sea.

"From borings that have been taken at frequent intervals, we know exactly the geological composition of the strata in which the work would have to be done. Below the sea there is a bed of chalk. Below that is a bed of chalk marl which lies upon gault clay. The chalk marl, roughly 60 feet in thickness, is of such nature as to be virtually impervious to the percolation of water. For that reason, it leads itself admirably as the

most suitable material through which the tunnel would be driven. We could do without steel or iron work, the tunnel being lined with reinforced concrete.

"It is really proposed to build two tunnels, one for each line of railway. In this manner the size would be kept within reasonable bounds and the difficulties of ventilation would be lessened. It is estimated that the entire project would cost \$29,000,000 and that it would yield a profit of 5 per cent on the investment. There will be no trouble about finding the money. One half will be supplied here and the other half by French financiers. But the chances are that the French would let the Belgians and the Italians take a share of their holdings. Once the government gave its consent to the project, the British tunnel company and the French tunnel company would supply the needed money within a week. It will take five years to build. But the possibilities of such a tunnel are simply immense. Through trains without change could be run from London to all the great capitals of Europe, and vice versa. The time of travel between London and Paris would be cut at least one hour. British manufactured goods could be sent abroad

without the present transshipment from train to boat and from boat to train and vice versa. And its military value would be immeasurable.

"General Foch estimated that had this tunnel been in existence, the war would have been brought to a conclusion in our favor two years earlier, due to the facilities for unmolested transport of troops, munitions and supplies. One of the main objections to the tunnel in the past has been that it might serve as a means of invading England. But this tunnel would be so constructed that in time of war, by pressing a button in Dover or in London, the tunnel could be flooded in a small section near the Kentish coast, forming an effective water lock. This dip in the tunnel would fill up with water in a few hours.

"It has been asked whether a submarine or an airplane of a hos-

tile country could destroy the tunnel by dropping a heavy bomb on the bottom of the channel in the line of the tunnel. But our engineers do not think this is possible. Not only would the tunnel have 180 feet of sea water above it, but would be 130 feet below the bed of the sea."

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EX-WIFE MAY BE PROUD OF HIM YET

Floyd Glotzbach, One Time Animated Button Hook for Opera Singer, Gets Into Prize Fighting Fame.

By L. C. OWEN
Copyright, 1924, by The Advance
San Francisco, May 19.—Determination to rival the fame of his ex-wife Mme Margaret Matzenauer—to show her that after all he is the real "wild mustard," and fit for something more stirring than lacing the boots and hooking the frocks of a grand opera singer is the urge that has started Floyd Glotzbach, chauffeur-Romeo, on a march toward the world's heavy weight championship.

It's a long and torturous trail, and Glotzbach may never reach its end. But the championship is the goal he has marked out for himself. And Glotzbach, with two quick kayos to his credit in the only two bouts he has fought so far, is confident he will achieve it.

Glotzbach, it will be remembered by follows of newspaper romance, won the heart of the famous diva in a brief, but hectic romance, while driving her on moon-lit evenings, along the famous seventeen mile drive at Del Monte, California.

Later, Mme Matzenauer took Floyd abroad, dressed him in the latest sartorial modes, including the "soup and fish" costume and—according to his allegations in a subsequent divorce suit—permitting him to serve her breakfast in bed, to lace her boots, hook her up and do a lot of other intimate little boudoir tasks. Fetching and carrying even for a prima donna, soon palled on the rugged Glotzbach, however, and he came home and filed a divorce suit. It was in the litigation that followed that Mme Matzenauer dubbed him her "wild mustard sweetheart."

The divorce granted, Glotzbach dropped from sight for a time. But a couple of weeks ago he came back with a bang. One Fred "Windy" Winsor inaugurated an elimination tournament here for the announced purpose of picking a white hope to take over champion Jack Dempsey's heavyweight crown. Winsor's chief claim to fame—until he met Glotzbach—was that he once had managed the now champion Dempsey.

Glotzbach walked into a local newspaper office and declared himself in on the contest, under the name of Frank Howland. But that wild mustard countenance could not fool the news hounds. They accused him of being Mme. Matzenauer's animated button hook and he admitted it. He insisted, however, upon retaining his incognito and appearing as Frank Howland.

As Frank Howland he has met

two California white hopes this week.

The hands that caressed Matzenauer into submission wanted the two would-be champions into dreamland with just one caress per heavy.

There is no question that Glotzbach packs a punch. It isn't known yet whether, in pugilistic parlance, he can "take it." But it looks like a good sporting proposition that a man who could take what Mme Matzenauer is alleged to have handed him in the way of lacing and short hooks, and still hold up his head, should have no trouble weathering a few prize ring wallops.

At any rate, Windy Winsor thinks so much of him that he has taken him under his managerial wing, just as he once did Jack Dempsey. Winsor predicts that ten more fights will land the wild mustard kid in the ring at Madison Square Garden. From there, Mme Matzenauer could almost hear the huzzahs for her untamable ex-husband as she wailed her cues in the Metropolitan wings.

D. V. Pritchard, son of R. S. Pritchard of Nixonton has returned to his work as superintendent of a large truck farm near New Bern after spending several days in the city on business.

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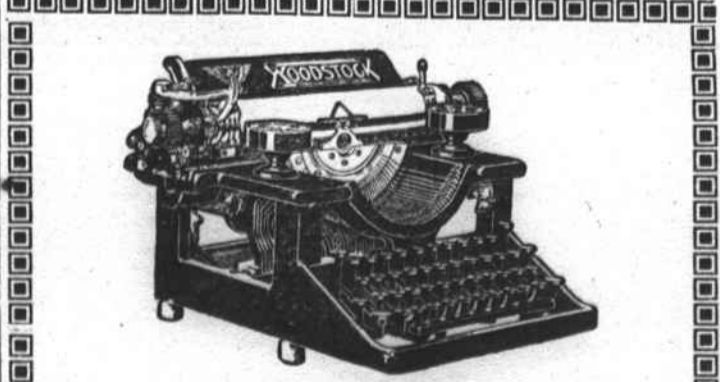
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