

THE DAILY NEWS

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DAILY EDITION.

Saturday, July 19, 1913.

ROUMANIA'S WREATH OF TRIUMPH

The news that Bulgaria has been humbled by Roumania so soon after the latter power had taken the field may conduce unduly to the fame of Roumania's prowess. The truth is Roumania has acted a part for which she deserves to be held in anything but esteem. She has played the unlovely role of the cowardly vulture, enjoying the spoils where others have done the work. If Bulgaria is indeed defeated, it is to Serbia and to Greece that the credit is due. Roumania did not come until the feast was ready for the table. When the Balkan League was organized Roumania declined to have anything to do with it and threatened to join Turkey unless her neutrality was purchased by the promise of Silistria and other provinces necessary to her expansion. She played the safe game. If the Turks won, no harm could have been done so far as she was concerned. If the allies won, Roumania would share the fruits of victory without the loss of a single man. Apprehensive lest Bulgaria would not redeem her promise to hand over the stipulated territory, she at last threw an

army across the Bulgarian frontier. Even in this Roumania continued to play the game with consistent pusillanimity. Bulgaria was fighting the most formidable powers in the Balkans, who were likely to have what assistance Turkey could give them. She certainly could do little to resist the invasion of the Roumanian troops. King Charles and his army, therefore, ventured into the field with comparative safety. Such enterprise may win loot, but not glory.

LINKING EAST AND WEST.

Our first transcontinental made confederation possible, and the two other transcontinentals, now under construction, will so increase our facilities for travel and freight that we may hope to minimize all the differences between east and west. The story of our railways is not the least in fascinating interest in the tale of our progress and development. It is a story of pioneering, of bold, brave deeds and daring, of obstacles overcome and of daily heroism as magnificent in endurance and in results as any recorded on the battlefield. — Ottawa Free Press.

MAKING TUNNEL RECORDS ON CANADIAN NORTHERN RAILWAY

BIG BORE EIGHT HUNDRED AND TEN FEET LONG COMPLETED IN THIRTY-ONE DAYS, WORKING THREE SHIFTS—OTHER WORLD RECORDS

Working under continual high pressure for thirty-one days of May, the men who are driving the Canadian Northern tunnel under Mount Royal to give that railway central terminals in the heart of the business district of Montreal set up a new record for the North American continent that will probably stand for many a long day.

Working day and night without ceasing, one shift breaking in to excel the men they superseded, these tunnel drivers succeeded in boring through 810 ft. in the 31 days of May, for the work did not stop on Sundays. The mark they passed was set up last year in the mines of the Arizona Copper Company and stood at 799 feet of heading 8 by 8 ft. in the same time. By the new slab decorating the entrance to the Canadian Northern tunnels deals with a heading that is 8 by 12 feet. The record, therefore, should stand without question.

The world's record for boring was made in the Alps, something like a thousand feet being made. But while this was accomplished in the same length of time it can hardly be compared with this of the Mount Royal tunnel for the reason that the Swiss drilling was done through soft rock. The engineers say that for brilliancy of performance it does not come up to the standard set by the Mt. Royal tunnel men. The company, to recognize the achievement will present a medal suitably engraved to the men who actually took part in the record-breaking performance.

Two features combine to make this record remarkable. The first was the marked personal daring of the men; the second, their perfect co-operation. On the very last shot the first was demonstrated in a characteristic manner. The holes had been drilled and the blasts prepared for the last shot, which was expected to loosen forty tons of rock and clinch the record. The men hurried back just beyond the danger line, but when the current was turned on there was no answering roar. It was a tense second. Something had broken. Then with one thought, permost they plunged through the acrid smoke and dust to find the cause. The break in the wire was located in a few minutes and the rock shattered in the explosion that followed. Over seven feet had been blown in an hour.

As to the co-operation that was the men's own affair. Realizing that records are made only by men who work well together, these drillers hired their own men.

For One Thing or Another.

The boast of batting and of fielding power;
The blare of fame from many a base-hit wrench.
Await like the inevitable hour—
The paths of baseball lead but to the bench.

Baseball from being a science must have become an art, since the players are now so temperamental.

WILL SEEK A DIVORCE

Mrs. George Cornwallis West is Seeking Separation.

London, July 15.—The Pall Mall Gazette says today that a petition for divorce by Mrs. George Cornwallis West, formerly Lady Churchill, who is a daughter of the late Leonard Jerome of New York, is to be heard by the divorce court in a few days. On March 3rd she was granted a decree against her husband for the restitution of conjugal rights.

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