

New – York Times, Monday, March 1, 1880

A GREAT WORK COMPLETED. MOUNT ST. GOTHARD
SUCCESSFULLY PIERCED.
HOW THE LONGEST TUNNEL IN THE WORLD WAS
MADE – SOME OF THE OBSTACLES ENCOUNTERED –
THE GREAT IMPORTANCE OF THE WORK.

A dispatch from Berne, Switzerland, announces that the work of piercing Mount St. Gotthard was satisfactorily completed at 9 o'clock yesterday morning, amid great rejoicing. The contract for the construction of the St Gotthard Tunnel was awarded to M. Louis Favre, of Geneva, on Aug. 7, 1872. It was one of the conditions of the contract that the perforation should be completed within eight years from that date, with a large premium case of the completion of the work in a shorter time, and with a knotless heavy penalty incase of delay. (...)

The St. Gotthard Railway will form the shortest line of transit between the Valley of the Rhine and the Mediterranean, and it has been well said that when the geographical relations of the countries it serves to connect are considered, together with the vast political, military, and commercial interests which will be affected by it, it may safely be characterized as the great artery of European international life and circulation, and as the most important work of material improvement yet projected on that continent.