

went on Westward from Montreal along the double line to Toronto. The double line is of the very greatest use to the company, and saves the great delay that formerly occurred in the traffic. When fast trains had to pass slow trains, the latter were shunted into sidings and had to wait for a considerable period. All that is now done away with. The double line is in the most perfect condition for trains going any speed, and it saves an enormous deal of delay to trains, passing over it. We next went to Toronto, and there went round the belt line, which promises very well in future, but which has only been open for two or three months. We had, of course, a great deal to discuss in regard to the new station at Toronto. We have given you in the report the best estimate that can be made of it at the present time, by which I need only say we shall not only have better accommodation, but save money to the company. From Toronto we went on to Hamilton, and there we saw the wheel works. Hamilton was the old locomotive station of the Great Western Company, and there those works have been turned into wheel works for the use of the whole line. I told you when these wheel works were first established that we hoped we should save £6,000 a year by them. The wheels were then costing \$9.50 each; the price was in the first instance reduced to \$8.50, and it has been gradually going down, and now they are making their wheels at \$7.50 each, which means a saving in the first instance of £6,000, and then of another £6,000 a year to the company, because the output may be stated at something like 30,000 wheels a year, so that we have double the saving which we originally estimated from those works. Then we went on to Niagara Falls, where, I am happy to say, an electric railway is being constructed, which will be of great use in bringing the passengers from our station on to the Falls; and there are enormous works going on there, which I went to look at, for utilizing the Falls for the supply of electricity. There large canals are being made above the Falls for conducting the water to turbines, which are to be something like 170 feet below the surface, and this will supply 100,000 horse power, which the people who were constructing that will let out to manufacturing works that they expect to bring to the spot. I cannot but think that these works will bring considerably increased traffic to our system. Then we went westward to the Sarnia tunnel, which we found to be in perfect order, and working most satisfactorily. We had a search light put on the engine, so that in passing through it we might see whether there was a crack in the cement, with which the lower part of it is lined. There was not one single break in it, the whole of it being in the most satisfactory order. The approaches are also in a satisfactory condition, and it is doing thoroughly good work for us. We then went over the Chicago & Grand Trunk line to Chicago. At the works at Fort Gratiot, which are not far from the tunnel, they are also using every exertion towards economy. The storekeeper and the locomotive superintendent there are both intent on doing more than they have ever done before to work more economically, and as an earnest of that desire I may mention that they have taken to compounding their own oil and mixing their own paints, from which they save to the company £6,000 a year.