

large traffic. At Montreal I had two or three interviews with Mr. Joseph Hickson, who was kind enough to allow me to go through the various freight yards, machinery shops, &c., and I was highly gratified at what I saw there. Every labour-saving appliance seemed to me to be brought into use for repairing and manufacturing rolling stock. At the time I was there they were making 1,000 new cars, which the president has referred to, and they were being turned out almost automatically at the rate of 5 and 6 cars a day. At Chicago the traffic manager, Mr. Reeve, took me over the Dearborn Street Station, and also over the freight yards there, and I was very much surprised to find at Chicago that you are hampered for want of room. I hope that is remedied by this time. There was a large plot of ground adjoining the freight yard, which could not be utilised because there were two wooden buildings remaining on it which they could not come to terms about, and Mr. Reeve told me they were bound to submit it to arbitration. I hope that ground has been cleared and turned to some practical use. The great difficulty Mr. Reeve has there is to deal with the traffic. He had such an enormous amount of traffic to deal with that he scarcely knew what to do with it. At the St. Clair Tunnel I spent several hours in the shield, and going through the works on the Canadian, and on the American side in company with the resident engineer, and I must say that every appliance seemed to me to be brought to bear, to bring it to a satisfactory completion. They were working 6 feet a day at each end. Now I am happy to see they have increased their work to 10 feet a day. Of course, until the men get accustomed to working in compressed air, it cannot be expected that they will get on very fast, but now that they are getting under water it is absolutely necessary and also on account of the gas of which there is a very large quantity in the tunnel; but I think there is every prospect of seeing the tunnel finished by this day six months or by this day eight months. With regard to the physical condition of the Grand Trunk Railway, I have ridden about 1,000 miles on the tailboard of the car of some of the trains in order to notice the physical conditions.