

10 *The Grand Trunk Railway of Canada*

landed in New York, I went, within a few hours of landing, to a meeting, which had been summoned at the request of the east bound rate committee of Chicago (of which Mr. Reeve, the traffic manager of the Chicago and Trunk Railway, was chairman) of the managers of the Trunk lines with regard to rates. That is always the first and the last thing one has to do in that country—to discuss difficulties as regards rates. There I sat while certain of the American companies accused one another of cutting rates. We were not concerned in the matter ourselves; it was between certain of the American companies only; and according to the latest intelligence that we have there is some cutting of rates still in Chicago. But I hope it will not be serious, and it is quite certain that the traffic which is now ready to go forward and which I hope will soon begin to move in bulk will put an end for a time to any rate cutting, because we may expect, all of us, on the close of navigation, to have a great deal more to carry than we possibly can find cars for. (Hear, hear.) I went the same evening down to the St. Clair Tunnel, because I was very anxious to urge that work forward, and to get the tunnel opened as soon as possible, and I am happy to say I received a telegram yesterday, which I will read to you, in regard to the tunnel:—

"Tunnel opened auspiciously, October 24. About 6,000 train excursionists walked through October 24 and 26."

We had arranged that when the tunnel opened, as a good many people in the neighbourhood were interested in it, we should run excursion trains and allow passengers to walk through it, and in that way to get a little money out of it, and afford them pleasure at the same time—

"Experimental train (with) seventeen freight cars taken from top to top grades in nine minutes."