

were the general contractors and Mr. B. J. Arnold was the consulting engineer for the railway company.

Chairman,—

Mr. Burrows, I believe you are a recent arrival from the scene of the fray, and as usual, will no doubt have something interesting to say on this question.

Mr. Burrows,—

I have listened with a great deal of pleasure to this paper, and it is of greater interest to me because I was afforded an opportunity last week, through the kindness of the management of the Grand Trunk Railway, of being present at the official inspection of that electrical plant. I have never spent a more interesting day in my life than at the opening of the tunnel. I would advise you all when you get a chance, to go through the tunnel and look over the plant, not only the electric zone but the power house as well.

The greatest advantage, which struck me when going through the tunnel, was the elimination of the element of danger, especially in the operation of passenger trains. Referring to a few remarks which I made when there: We all remember the sad accident which occurred at the tunnel several years ago, in which several lives were lost. The other day we travelled through the tunnel, leaving Port Huron at 1 o'clock, and went through on a train of flat cars, which had been fitted up with railings around them and seats from passenger coaches. We went through the tunnel at a fairly slow rate of speed, and I must say it was beautifully lighted. It was lighted as well as any of the streets in Toronto at night. In fact, I suggested to Mr. Davis, Passenger Traffic Manager of the Grand Trunk, to start moonlight excursions through the tunnel in the summer time, as it would be an interesting ride and would cool off the passengers.

Another important matter is the efficiency of the tunnel in the large number of trains which can be handled. Then again, I will show you, in a few minutes, that there is much greater economy with the electric locomotive now than with the old steam locomotive.

One of the most interesting persons present that day in connection with the functions, was Mr. Joseph Hobson, an engineer who is second to none in point of achievement in the United States or Canada. I think I can say, without being at all disparaging, that what Mr. Hobson carried out the work of building the tunnel itself—was wonderful. He had not modern tools to work with, and the difficulties were enormous, hydraulic work and concrete work were in their infancy. Mr. Hobson said