amounted to £8,800, less charged to company's insurance fund £4,000, leaving £4,300. Other expenses come to £600, or £4,900 altogether, which has been paid. In that case we have had as yet noaction against the company, and no compensation has been paid.

I now come to the St. Clair Tunnel, and if you will allow me I will explain what we are doing with respect to that tunnel. This is one of the most interesting engineering works of the day. It is very much larger, nearly four times as large as any tunnel which has yet been constructed on the system adopted. The diagram on the wall has been specially prepared to give you an idea of the progress we have made.* You will see there the St. Clair River is at its deepest point 40 feet deep, and is about 700 or 800 yards wide. I may mention that—as is usual with these sort of diagrams—the horizontal scale is ten times the vertical scale, in order that you may better see it. There is an open cutting made at each end of the tunnel, and the tunnel is being driven through from the portal on the Sarnia side to the portal on the Port Huron side; the whole length of the tunnel being 6,000 feet, and the tunnel itself is about 20 feet internal diameter. We began in the first instance by putting down shafts and driving a small heading from each end, and as they were only done by way of test in a cheap way, when they got in a certain distance the gas came from the rock below and blew the wooden lining up. In that way we ascertained the nature of the stratum to be penetrated and the difficulties we had to deal with—water above and gas below. It is not that we are between the devil and the deep sea, but it is rather more like having a shallow sea above and the deep devil below.

* A copy of the diagram on a reduced scale is sent herewith for the information of those proprietors not able to attend the meeting.