

The St. Clair Tunnel Company was formed in the year 1886. Work upon the great cuttings was begun in January, 1889.

Work upon the tunnel portion was begun in August, 1889, and in one year, to wit, on Monday, August 25, 1890. Mr. Hobson enjoyed the supreme satisfaction of breaking through the headings, being the first man to pass through the tunnel. The last stones on the portals, thereby fully completing the tunnels, were laid Dec. 24, 1890.

The tunnel is 6,050 ft. in length from cutting to cutting, and is divided as follows: From the American cutting to the river edge, 1,800 ft.; from the Canadian cutting to the river edge, 1,950 ft.; and distance across the St. Clair River, 2,300 ft.

The original estimate of cost was \$3,000,000. But it is understood the actual expenditure will be less than this amount.

Joseph Hobson, the chief engineer who planned and built the St. Clair tunnel, is a native of Guelph, Ontario, born March 4, 1834. He served an engineer apprenticeship at Toronto, was engaged in private practice as civil engineer, was for several years employed on location and construction of railways in the United States, Ontario, Nova Scotia. He was resident engineer of the International Bridge, Buffalo. In 1873 he took a position as chief assistant engineer of the Great Western Railway. He was appointed chief two years later, and still holds that office. He is a member of the Institute of Civil Engineers, England, of the American Society of Civil Engineers, of the Canadian Institute of Civil Engineers. He is a tireless worker. In person he is fine looking, six feet high, full gray beard and mustache, bright and genial. Mr. Hobson's efforts in the St. Clair tunnel were from first to last heartily seconded by Sir Henry Tyler, president of the Grand Trunk Railway, who is himself an engineer of rare ability.— [From Scientific American.

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