

OPENING OF THE BIG TUNNEL

THE FIRST TRAIN GOES THROUGH AMID MUCH ENTHUSIASM.

**A Notable Event in the History of the Grand
Trunk Railway—A Grand Banquet and
Speeches of a Congratulatory Character
—The Toast List.**

BARNIA, Sept. 19.—At 12:30 p.m. a train of five coaches, in charge of Conductor Shaw and Engineer Whittaker, left Point Edward for the tunnel, containing Sir Henry Tyler, General Manager Seargeant and the Grand Trunk officials and invited guests. On the arrival of the train at the approaches, the mayor, the members of the Barnia town council, prominent citizens, the Twenty-Seventh battalion band and several thousands of people were in waiting at the beautiful arch which had been erected at the entrance of the approaches by the Tunnel company.

The mayor, after being introduced to Sir Henry by Charles Mackenzie, M.P.P., read and presented him with an address on behalf of the town council, congratulating him and the directors of the Tunnel company on the successful completion of the tunnel.

Sir Henry made a suitable reply, and then the mayor introduced Reeve Clement and Deputy Reeves Crawford and Watson and several of the ex-mayors of the town, after which three rousing cheers were given to Sir Henry. Engine No. 148, in charge of driver Charles Domville, was then coupled on the coaches containing Sir Henry and the guests, and Conductor Shaw had the honor of taking the first train through the tunnel.

of his seat marked on his ticket. The principal table was placed at the west side of the building, facing the east, at which sat Sir Henry Tyler and the more honored guests. The delicate viands and tempting dishes that covered the tables were something fine and could not be surpassed.

There were about 350 guests present. Sir Henry Tyler presided, and, after ample justice had been done to the delicate viands, took charge of the toasts. The first was The Queen. He said that her majesty had reigned fifty-four years; the length of the years of her reign was nothing in proportion to the extraordinary progress the world had made in railway development and other enterprises. If anyone had said a few years ago that it would be possible to carry the mails from Yokohama to London in twenty-one days he would have been called a crank. He alluded to the wonderful growth of trade and commerce as instanced by the fact that to meet their requirements our railways were taxed to their utmost capacity. Arts and science had also made wonderful progress. In conclusion he said: "Let us remember not how long Queen Victoria has reigned, but how well." (Loud cheers.)

The toast was duly honored by the Thirteenth band, of Hamilton, which was in attendance, and furnished the music, playing God Save the Queen.

The next toast was the President of the United States. Sir Henry, in rising, said that he was confident that they would receive the next toast with equal heartiness—"his excellency the president of the United States, the elected representative of 65,000,000 people." The president occupies during his term of office a unique position amongst the nations. He presides over a country containing all climes, from Alaska's ice to the orange groves of Florida. The United States possesses boundless wealth in minerals, forest products and the produce of the soil.

Wheat is produced more than a quarter of the wheat, a quarter of the gold, silver, iron ore and coal in the world. The world's fair of 1893 at Chicago will be a revelation, but what may be the progress of the United States in future decades it is impossible to foresee. It will be a glad time for Great Britain when the United States, ceasing to levy protective duty, competes with us more actively in the markets of the world. Meanwhile, let us drink to the health of President Harrison, the grandson of a previous president, and a man of pure and unsullied reputation.

**-OPENING OF THE BIG TUNNEL!
THE FIRST TRAIN GOES THROUGH
AMID MUCH EXCITEMENT.**

A Notable Deed in the History of the Great Turkish Embassy.—A Great Manages and Epithet of a Conspicuous Character.—The Total Lack.

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the fact that the Canadian government is not a party to the treaty, and that the treaty is not binding on the Canadian government. The Canadian government is not a party to the treaty, and the treaty is not binding on the Canadian government.

154,000 miles of railway in the United States, costing \$9,000,000,000. That is the first example of a tunnel tunnel, and its builder is constructed to carry a railway which, as such, is likely to be fed from the ferry boats. — It was reported that the ferry boats on which the railway cars have been running since the late 18th century, and before the 19th century, were only a small boat, and were

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HAMILTON SPECTATOR, MONDAY, SEPTEMBER 21, 1851.

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MR. MERCIER'S SURRENDER

DRY GOODS.

A CANVASS OF HIS FOLLOWERS

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