

To this should be added the amount expended in the construction of two handsome new fireproof buildings in the business center of the City of Montreal for the General Offices of the Company, costing \$1,050,000.

The number of new stations built since 1896, is as follows:

Value	\$2,000 and under	79
"	between \$ 2,000 and \$ 4,000	54
"	" 4,000 and 6,000	16
"	" 6,000 and 10,000	6
"	" 10,000 and 20,000	6
"	\$22,000	3
"	37,000	1
"	43,000	2
"	46,000	1
"	54,000	2
Total number built		<u>170</u>

Besides a number of small station buildings and shelters for passengers at flag stations in sparsely populated districts.

RENEWING AND STRENGTHENING BRIDGES

Under this head the following expenditures have been made:—

YEAR.	AMOUNT.
1896.	\$ 781,274
1897.	158,002
1898.	413,844
1899.	399,675
1900.	623,265
1901.	231,550
1902.	629,733
1903.	791,955
1904.	472,672
1905.	27,832
1906.	379,000
1907.	627,642

Total. \$5,536,444

In addition to the above there was spent on the reconstruction and double tracking of the Victoria Bridge at Montreal the sum of . . . \$1,883,678
and on the renewal and strengthening of the International Bridge at Buffalo. \$ 291,950
making the total expenditure on account of bridges. \$7,712,072

The old Suspension Bridge at Niagara Falls has been entirely replaced by the Bridge Company owning and leasing it to the Grand Trunk, with a double track steel arch span, capable of carrying the heaviest of modern locomotives. The Grand Trunk Railway Company has a perpetual and exclusive lease of the railway floor of this bridge.