

Prior to 1896, there had been expended on double track work the sum of..... \$ 5,843,669
 Since that date there has been expended.. 9,089,994
 Making a total to December 31st, 1907, of. \$14,933,663

Extensive improvements have also been made in reducing grades on many other portions of the line, and replacing with rail weighing 80 to 100 lbs. per yard, the light sections of rail formerly in use.

NEW RAIL

The following statement shows the mileage, weight, and cost of the new rails (including double track) put into the road-bed during the years 1896 to 1907 inclusive:—

Year.	80-lb. tons.	90-lb. tons.	100-lb. tons.	Miles.	Cost.
1896	17,723	.....	.....	142	\$ 392,685
1897	17,770	.....	200	143	323,620
1898	35,050	.....	.....	280	630,895
1899	32,577	.....	300	262	648,465
1900	45,696	1,620	.....	376	1,416,540
1901	34,787	.....	.....	278	906,050
1902	52,380	.....	200	420	1,345,455
1903	60,900	.....	.....	487	1,599,025
1904	32,011	.....	4,728	286	824,020
1905	33,590	.....	.....	269	958,680
1906	40,440	.....	4,215	350	1,364,545
1907	20,556	.....	52,554	500	2,327,235
	<u>423,480</u>	<u>1,620</u>	<u>62,197</u>	<u>3,793</u>	<u>\$12,737,215</u>

The distances laid with the different weights of rail for the period are as follows:—

80-lb. rail.....	3387 miles
90-lb. "	11 "
100-lb. "	395 "
Total.....	<u>3793 miles</u>

The new heavy weight rails were used to replace the lighter weight rail (70 lbs. per yard and under) which has now practically all been removed from main tracks,—such as suitable being placed on branches, sidings, spur tracks, etc.