

1897

6. The Grand Trunk started the reconstruction of the bridge on May 4, 1897 and in that same year, a subsidy for that purpose was voted by parliament for an amount not exceeding \$300,000 (60-61 Vict. (1897) c. 4.)

7. The reconstruction consisted of the following:

- (a) The 24 piers and the 2 abutments were altered and extended on the upstream side;
- (b) The wrought iron tubular structure was removed and replaced with a steel superstructure of through truss type;
- (c) The length of the bridge remained the same, but the width of the superstructure (overall) after the reconstruction was 67' instead of 16' as above mentioned.

1898

8. The first train passed over the reconstructed bridge on September 8, 1898 and the traffic accommodation on it was then as follows:

- (a) Between the trusses, there were 2 railway tracks;
- (b) On a cantilevered bracket on the upstream side, there was built a roadway 10'6" wide for vehicular traffic and a 4'3" wide sidewalk;
- (c) On a cantilevered bracket on the downstream side, there was built another roadway 10'6" wide for vehicular traffic and a 4'3" sidewalk.

9. In 1900, parliament authorized (63-64 Vict. c. 8) an increase from \$300,000 to \$500,000 in the subsidy towards the reconstruction of the bridge on the condition that the tolls which the company had been authorized to fix and collect for passenger and vehicular traffic would be subject to the approval of the governor in council.

10. The first tariff of tolls approved by the governor in council for pedestrians and vehicular traffic on the bridge came into force on October 15, 1900. A copy of this tariff is attached.

1909

11. The vehicular roadway on the downstream bracket of the bridge was abandoned and that portion of the structure was altered to accommodate one track for the operation of the electric railway of the Montreal and Southern Counties Railway Company. That company's passenger commuter business, which began that year, was to terminate in 1956 as mentioned below.

In the same year, the sidewalk was removed from the upstream bracket and the vehicular roadway was widened to 14'.

12. The above-mentioned changes which took place in 1909 did not involve any alteration in the structural steel superstructure.

1923

13. The ownership of Victoria bridge passed to Canadian National Railway Company as successor by amalgamation to the Grand Trunk Railway Company of Canada under the terms of an amalgamation agreement approved by Order in Council P.C. 181 of January 30, 1923.

14. In 1926, the vehicular roadway on the upstream bracket of the bridge was again widened, from 14' to 16', and this involved various changes in the structural steel of the cantilevered construction.

15. In 1938, the timber deck construction of the vehicular roadway on the upstream bracket was replaced by a concrete deck. This did not involve any changes in the structural steel construction.