

The following synopsis will show what has been accomplished in the direction of improving the earning and carrying capacity of the System, strengthening bridges, double tracking and laying heavy rail, and by the erection of new and commodious stations at the most important points; new engine houses, and coaling facilities, and the acquisition of new equipment, also the extension of sidings to industrial plants for the twelve year period, January 1st, 1896, to December 31st, 1907, inclusive.

Additional Single Track Mileage, added between January 1st, 1896, and December 31st, 1907.

Meaford Jct. to Meaford Harbor.....	2.50 Miles
Lynden, Ont., to Brantford, Ont.....	4.09 "
Canada Atlantic Ry.....	<u>463.50 "</u>
Total.....	<u>470.09 Miles</u>

DOUBLE TRACK MILEAGE :

The total length of double track in existence at January 1st, 1896, was as follows:—

	MILES.	
Montreal to Toronto.....	268.05	
Toronto to Hamilton.....	38.75	
Glencoe to Windsor.....	79.58	
Thornton, Ill., to C. & W. I. Jct.....	20.41	
Sundry small pieces at various stations aggregating.	18.82	
		<u>425.61</u>

The following sections have been opened to December 31st, 1907:—

Balance between Montreal and Toronto.....	65.56	
Montreal to St. Johns.....	20.67	
Hamilton to Niagara Falls.....	40.89	
Port Robinson to Welland.....	6.98	
Hamilton to Sarnia.....	135.50	
Port Huron and Chicago.....	302.66	
St. Lambert and Ste. Rosalie (31.85 M.) of which there has been opened.....	28.56	
Brantford to Alford.....	4.05	
Detroit to Milwaukee Jct.....	2.67	
Sundry small pieces at various stations aggregating.	1.13	
		<u>608.67</u>
Increase.....	140%	

Making a total mileage of double track in operation to December 31st, 1907, of..... 1034.28

This large increase in construction of second main track of 608 miles, involved extensive changes in grades; raising or lowering the line in many places, besides reducing curvatures, and avoiding unfavorable locations which were expensive to maintain and operate.