

#### **VICTORIA JUBILEE BRIDGE:**

The reconstruction of the Victoria Bridge over the St. Lawrence River at Montreal which resulted in the double tracking of the railway across the bridge as well as the building of two public carriage ways in place of the former single track tubular structure, while an important improvement of itself, was but a section of a general scheme of improvement which provided for the extension of the double track system westwardly from the Bridge through the Company's terminals, and through that part of the City of Montreal, known as Point St. Charles—three tracks being extended—thence across the Lachine Canal (which intersects the City) by means of a heavy double tracked swing bridge, to a connection with the double tracked main line extending westwardly from Bonaventure Station.

#### **ST. CLAIR TUNNEL:**

Another unique achievement which was completed and put into service early in 1908 was the establishment of electric traction for the operation of the single track tunnel at Sarnia, extending under the St. Clair River to Port Huron, Mich., which was commenced in September, 1906.

This change has resulted in the capacity of the tunnel being increased from 75% to 100%, and was rendered necessary because of the fact that the main lines both east and west of the tunnel had been double tracked to the tunnel portals, while branch lines on both sides adding their tonnage and traffic, operated towards creating a congested condition at the tunnel, which frequently existed to such an extent as to cause delay to, and consequent loss of traffic.

OCTOBER, 1908.

OFFICE OF SECOND VICE-PRESIDENT

& GENERAL MANAGER,

MONTREAL, P.Q.