

and your Board being satisfied that you could not obtain the bridge as desired, closed an arrangement with the Canal Company, whereby the site of the bridge is to be changed. This arrangement disposes of the only point on the line of the Railroad where the highest rate of speed could not be maintained without liability to accident. By the alteration, the present bridge will be placed at a point where it can be seen by trains approaching from the East and West, and notwithstanding some £4,500 have been expended in the foundations and preparations for the old bridge, by this agreement with the Canal Company, the new bridge will cost when completed, less than to have proceeded with the work as originally intended, and the Railroad company will effect a material saving, besides having a much safer bridge.

The grading done on the Railroad up to June 1st, 1852, is as follows:

Total number of cubic yards moved, - - - -	2,673,693
Rock and indurated earth of this amount, - -	360,416 yds

The proportion moved upon the different Divisions is as follows:

Eastern - - - - -	104,428 cubic yards.
Central - - - - -	2,288,643 " "
Western - - - - -	108,672 " "
Galt Branch - - - - -	171,950 " "

The amount of Masonry laid, up to June 1st, is as follows:

Total number of cubic yards, 14,780.

The proportion on the different Divisions is as follows:

Eastern - - - - -	145 cubic yards.
Central - - - - -	14,480 " "
Western - - - - -	35 " "
Galt Branch - - - - -	120 " "

In addition to this amount of masonry, a large quantity of stone has been delivered, and is on hand, as well as timber and plank for foundations.