

ENGINEER'S OFFICE,
 { St. Lawrence & Atlantic Railroad Company,
 Montreal, 17th January, 1853.

SIR,—Since I had the honor of submitting the last Annual Report on the progress of the works on the road, much has been done towards securing the final completion of the enterprise.

The road was opened for traffic on the 11th day of September last.— Since that period the track has been laid, and the road is now in running order as far as Lennoxville, a distance of $99\frac{1}{2}$ miles from the Longueuil Terminus. Beyond that point all the works connected with the formation and grading are in a forward state. The earthwork on the greater portion of the distance between Lennoxville and the Boundary Line, is so far completed, as to permit the laying down of track at the earliest period of the ensuing season. At other points, where the excavations and embankments are unusually heavy, large forces are employed, and all necessary exertion is made to secure their completion in sufficient time to prevent delay in laying down the track.

To secure the opening of the road at as early a period as possible, arrangements have been made to haul the iron by sleighs to two different localities beyond Lennoxville, namely, to Waterville and Coaticooke. This is done in order to commence the laying down of track at two points simultaneously with that from Lennoxville onward, and thus, instead of having next Spring to supply iron for 27 miles of track from one point only, the material will be delivered at three points, and the work divided into sections, each not more than 9 miles in length, and all provided with a sufficiency of material previous to the operation of laying track being commenced.

The cross-ties are contracted for, and the contractor has undertaken to have them delivered and distributed along the line, while snow is on the ground.

The requisite supply of chairs and spikes is also provided, and arrangements made for their delivery at the several points.

The delivery of materials at the various points along the line will not only secure a much earlier completion of the road, but will permit the ballasting to be proceeded with, where necessary, at a period sufficiently early, in my opinion, to secure an uninterrupted operation of the road next fall, without which, from the character of the soil at several places, and great height of embankments, difficulties would be experienced.

The time set for the completion of the road to the Boundary Line is the 1st July next; with the present arrangements carried out, unless contingencies occur not now foreseen, I am of opinion the work will be completed.

On the portion of the road between the Boundary Line and Island Pond, in the State of Vermont, a distance of $15\frac{1}{2}$ miles, the progress until recently has not been such as to place the completion of that section, simultaneously with the one within the Boundary, beyond a doubt.

The principal cause of the delay is attributed to the undivided attention the contractor, Mr. John M. Wood, had to bestow on the section of the road South of Island Pond (towards Portland,) and which he is bound to complete this Winter. By great exertion on his part, this will be accomplished. I have every reason to believe, that, by placing a sufficient force of men on the section North of Island Pond, with the additional facilities of bringing in sup-

plies at
Pond
forces
is light
Contra
being
he wil
and pu
of the
entere
ments,
I
remain
Longu
the B

Of wo

Earth
ba
Rock
Mason
Mason
Mason
Super
Timbe
Rip. F
Track
Ballas
Iron..

Of wo

Earth
l
Rock
Maso
Maso
Supe
Timb
Rip.
Iron.
Layi