

THE EIGHTH ANNUAL REPORT

Of the Directors to the Stockholders of the St. Lawrence and Atlantic Railroad Company, at the General Meeting, held at the Office of the Company in Montreal, on Wednesday, the 19th January, 1853.

IN the year which has elapsed since the last General Meeting, the works of the Company have been carried forward with every intention, on the part of the Directors, that the Railway should be completed to the point of junction with the section of the Sister Company, early in the ensuing summer. The progress effected, and the arrangements which have been made for the portion of the work remaining to be completed, warrant the Directors in the belief that this intention will be realized; and that the direct communication between Montreal and the Atlantic at Portland, will be opened in full time to secure to the Company all the advantages of the Passenger Traffic which the ensuing summer months will offer, as well as of the transportation of all the produce of the West which may be demanded in the course of the next season by the Eastern markets, destined to be supplied hereafter by this route.

The Stockholders are aware that the Third Section of the Railway, extending from Richmond to Sherbrooke, was opened for the employment of the public on the 11th of September last, the occasion being honored by the presence of His Excellency the Governor General and a large portion of the Provincial Legislature then in session, the President and several Directors of the Atlantic and St. Lawrence Railroad, the Mayor and Corporation of the City, and other distinguished guests. Since that time an extent of 95 miles of road has been in full operation, supported by a highly encouraging amount of local traffic, both in passengers and goods. The Fourth Section, extending from Sherbrooke to the Province Line at the intersection of the Coaticook River, a distance of 31 miles, was early in the season divided into sub-sections, and contracted for at reasonable prices.

For the progress made in this section—its present situation, and the various arrangements for promoting its completion at the earliest practicable date,—the Directors will refer more particularly to the Report of the Chief Engineer, which will be presently offered for the consideration of the Shareholders.

At the present session of the Legislature an amendment to the Acts of Incorporation of the Company was applied for, to the effect of extending the Company's powers, and permitting the application of its funds to the construction and working of the section extending from the Boundary Line of the Province to Island Pond in the State of Vermont, the point to which the Atlantic and St. Lawrence Railway is extended. The proprietors are aware, that looking to the plain advantages accompanying the adoption of the Island Pond route, both in respect to the future economical working of the road, and to the means which this route secures to the Com-

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