

demand attention, and have accordingly taken the necessary action to carry their recommendations into effect.

As doubts existed as to the power of the Company to touch at more than one point on Lake Huron, or to extend the Line further Westward than Collingwood; and, as the litigation with the Corporation of Toronto above referred to, resulted in a judgment of the Court of Chancery, materially impairing, and, in some cases, destroying, the powers which had previously been exercised by the Company, it became necessary to apply without delay to Parliament, for the revival of those powers, and to obtain a Legislative authority to touch at more than one point on Lake Huron, and to extend the Railroad to the Eastern Shore of that Lake. A Bill has passed both Houses of the Legislature and now awaits the Royal assent, giving the Company the necessary powers, with the right to increase their capital to carry out the extension of your Line. With the view to such an extension, an exploration is now proceeding under the order of your Board.

The report tapers off with an allusion to the financial condition of the Company, and 'hopes,' 'anticipates,' that as the accounts of the Company have hitherto presented a statement of "continuous outgoings," they will next year present a "fair amount of incomings." During the penning of the last half dozen lines, the framers of the report evidently revived a little and found strength and courage to 'hope' and 'anticipate' that the "Proprietors, Directors, Government, and Contractors, may each discover that the spirit which initiated, and the perseverance and energy which is carrying to completion this link of communication and connexion with the Northern Lakes, have not been without beneficial results to the public, the Company, and the advancement and progress of Upper Canada."

It occurs to us that if "Proprietors, Directors, Government and Contractors!" have yet to "discover" the beneficial results of the Northern Railroad they must seek for better guides than lamenting and languid reports, whose feeble repinings will do more to weaken a great and noble work, than all the hard fighting, legal, battle fields through which it has been successfully carried to completion for one half of its length, and in spite of which, it will shortly arrive at the fullness of the measure of its growth.

2. Report of Alfred Brunel, Chief Assistant Engineer, Ontario, Simcoe and Huron Railroad.

This is a sensible document, and contrasts strikingly with the wishy-washy 'report' we have just noticed. We give the most interesting portions of Mr. Brunel's communication below. The portions omitted refer to topics already discussed.

To the President and Directors of the Ontario, Simcoe and Huron Railroad Union Company.

Owing to the continued illness and consequent absence of the Chief Engineer, I have the honor to submit the following Report of the progress of the work on your Road, as called for by resolution of the Board, under date 20th ultimo:—

Since the Report made by the Chief Engineer in February last, the works generally have progressed in a satisfactory manner. The first section of the Road to the Township of Whitechurch, a distance of thirty miles, was opened on the 16th of May last, and the amount of business done, during the short period which has intervened, indicates the most satisfactory results.

The second section, from Whitechurch to Bradford, should, by the terms of the original contract, have been ready for opening on the 15th of May, 1853, but in consequence of the changes made in the location to improve the alignment of the Road, requiring the formation of heavy embankments, it was agreed in a supplementary contract, that the time for completing this division should be extended so much as the Chief Engineer might decide to be reasonable. Such an extension of time would not have been necessary, but for the very unfavorable weather during the spring, and the unusually heavy fall of rain, which have caused a greater amount of subsidence in these new embankments than was anticipated. The iron is now laid on this division of the Road to within about two miles of the Holland River, and will, without doubt, be laid to that point, and be put in order for running over, on or before the fifteenth day of June, instant.

From Holland River to Barrie, with the exception of those sections where changes in the original location were made, the bridging and grading is very nearly completed, and the whole of this division,

which, by the terms of the original contract, should be completed by the first of December next, will, I have every reason to believe, be ready for opening at least two months previous to that time.

In order to facilitate and to avoid interruption to the regular business of the Road, the arrangement ordered by the Board, has been made with the contractors for taking the Roads off their hands as far as Barrie, without ballasting, for the consideration agreed upon. The ballasting will now be done by the Company at such times as the business of the Road may best admit or require. With a similar purpose, two of the minor changes, in the original location, required by the supplementary contract, have been postponed, and the contractors having placed their estimated cost at the credit of the Company, the track has been laid on the original location, which was graded, and the improvements will be made at a more convenient season.

From Barrie to Collingwood Harbour, on the Georgian Bay, a distance of thirty-one miles, the location has been completed, and the works are in satisfactory progress on this division, with a fair prospect of being completed by the time stipulated in the contract, viz., the 1st day of June, 1854. On this portion of the Road, the alignment and grades have been greatly improved over those indicated by the preliminary survey, and the country through which it passes, is generally favorable to the construction of such a permanent way, as will be economically maintained, and requiring the construction of but 452 feet of bridging on the entire division.

It is not contemplated to proceed at present with the construction of any very extensive work at Collingwood Harbour. No greater outlay this year will be incurred at that terminus than will be necessary to afford a good steamboat landing, and sufficient storage for goods. This course has been deemed advisable, inasmuch as the bill recently passed through both branches of the Legislature, authorizes the extension of your Road to the eastern shores of Lake Huron; and the advantages offered by such an extension may at an early date be a sufficient inducement to extend your Road to some point near the "Saugeen" or "Fishing Islands."

The rolling stock at present on the Road consists of four engines and fifty nine cars of the several classes, besides which, thirty-six other cars are in a forward state in the contractor's shops, and will be on the Road within the present month. Contracts have been made with Messrs. McLean, Wright & Co. for two hundred and eighteen cars; and as they have their shop and machinery in full operation, no difficulty is likely to occur in fully equipping the Road. Four other locomotives have also been ordered, three of which will be in service before the expiration of this month, and the fourth early in July.

The recent report of the Chief Engineer fully detailed the expenditure required for completing the road to Collingwood, nothing has since occurred calculated to disturb that estimate. The expenditure as exhibited by the books of this office to the present time, is as under:

For Grading, Bridging, and permanent way, including Engineering expenses, and Rolling Stock under original contract, and iron for eighty-two miles of road, with sidings,	417,542
For Rolling Stock under supplementary contract,	4,070
For Harbour and Depot service, under supplementary contract, being for permanent and temporary work in Toronto, and for Way Stations,	2,254
	<hr/> £423,866

All which is respectfully submitted,

ALFRED BRUNEL,
Chief Assistant Engineer.

ENGINEER'S OFFICE, }
Toronto, June 4th, 1853. }

Great Western Railway.

At the annual general meeting of the Stockholders of the Great Western Railroad, held in Hamilton, a few days ago, reports were adopted, of which we present the following extracts:

The Directors, in submitting the usual financial statement, made up to the 30th April last, will, in explaining their proceedings during the past year, endeavor to place before the Stockholders the exact and real position of every matter connected with the Road. The amount expended up to the date of the last Report, in June, 1852, was, £ 383,039 8 5 From the accounts this day submitted, it will be seen