

has become settled and compact, of placing the track upon the original lines, if deemed necessary.

Sections 5 and 6, central division, embracing the Copetown work, which has heretofore attracted some attention, have thus far presented obstacles serious in their character, and difficult to overcome.

The increased quantities of material required to be excavated and moved, occasioned by the large and continued slides of earth in the deep cutting, and the piling necessary to protect the foot of the slopes and maintain the required width of the road way, will enhance very much the cost of this work beyond all former estimates.

This work, however, is in such a state of forwardness, as to justify the expectation that no serious delay in opening the line on this division will be occasioned by the obstacles there to be encountered and overcome.

The sinking of the embankment on section 11, central division, into a deep morass or subterranean lake, has heretofore shown unmistakeable evidences of serious difficulties. A new plan for carrying forward the work has been recently adopted, which promises fair, not only to expedite it, but very much reduce the expense. This has been done by constructing an extensive platform of evergreen trees and brush, so interwoven with earth as to prevent the loss of material by its own displacement, which was occasioned by the nature of the material used, and the superabundant weight put upon the base of the embankment beyond its capacity to sustain.

Present indications show the entire success of the plan; and we hope to complete the grading at that place by the first of September next.

The work on the Western division is of such a character, and in such a state of progress, with the exception of the deep and difficult excavations on sections 2 and 3, near London, as to present no serious apprehensions that this portion of the line will not be in condition to be operated upon by the close of the present year. And as to those points, new arrangements have been made with the contractors to facilitate the progress of the work; and, if need be, further attainable means may be resorted to by the application of a night force, so that the opening of the line West of London may be simultaneous with that between Hamilton and London.

On the whole, then, if the financial arrangements of the Company shall be such as to allow the work on this part of the line to be pushed to the extent required, and no other casualties or obstruction shall intervene or occur than such as may be reasonably anticipated and guarded against, I see no just cause to doubt you can be gratified with the opening of the whole line from Windsor to Niagara by the close of the present year.

The following buildings have been erected at Hamilton for manufacturing cars—the same having been leased to Fisher, Brainard, Williams, and Co., to the first of November next, the time limited for the execution of their contract—to wit: a car factory and blacksmith shop, a setting up shop, and two paint shops; an engine house, machine shop, locomotive blacksmiths' shop and freight house, located at Hamilton, are under contract to be completed by the 1st of December next. Plans for the buildings at London, with the exception of the passenger house, were prepared and ready for contract early in April; but notice for tenders has been omitted for want of action in procuring the law necessary to authorise a change in the width of streets, which is so essential for the convenience and accommodation of all parties interested.

Plans for all the intermediate station buildings are matured, and early notice may be given for tenders.

These plans for station buildings are deemed sufficient to accommodate the business of the road for a long time to come, with the exception of the engine house and machine shop at Hamilton; and possibly the freight house there may require extending to accommodate the increase of freight traffic in future.

A contract has been entered into with Fisher, Brainard, Williams, and Co., for