

from the East and West, and notwithstanding some £1,500 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,.....2,673,616
Rock and indurated earth of this amount,..... 310,493

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

Total number of cubic yards, 14,780,

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.

Total amount of Feet, board measure 1,086,378.

The total amount of expenditure for Grading, Masonry, Bridging, Superstructure, Fencing, Engineering, and Building, up to June 1st, according to the books of my Department, is as follows :

	£	s	d
For Grading, including grubbing and clearing.....	169,562	12	5
" Masonry, including foundations and stone delivered..	320,411	19	5
" Bridging, including timber delivered,.....	7,420	2	11
" Superstructure.....	4,687	0	0
" Fencing.....	3,906	17	5
" Engineering, etc.....	23,087	4	7
" Building.....	179	8	0

Total.....£239,885 1 9

The Engineer department of the line now consists of the Chief Engineer, Associate Engineer, nine resident Engineers, eighteen Assistant Engineers, seven Draftsmen, two Office Clerks, and the usual number of Rod and Tapemen for each Assistant.

An Assistant and party are stationed at the following points : Stamford, St. Catharines, Grimsby, Stoney Creek, Hamilton, Dundas, Fairchild's Creek, Galt, Paris, Eastwood, Ingersoll, Hoffman's, London, Wardsville, Thamesville, Chatham Light-house and Windsor. Two or three additional parties may be required after the 1st of July, until the 1st of January next. The Draftsmen are employed at Hamilton, where all of the plans and maps are made.

In addition to the above Engineering force, two Land Surveyors, with parties, have been in the field obtaining and defining boundaries. Maps of the different Townships through which the line runs from Niagara River to Chatham, have been completed to place on file in the offices of the County Registrars, showing the width of land taken on each lot—the number of the lot—the concession, and the name of the owner.

By resolution of your Board, passed in April last, all of the bridges and culverts on the road, from the Niagara River to Woodhull's Creek, west of London, a distance of 129 miles, are being constructed for a double track ; those already built can be enlarged without material additional expense, when required.

Notwithstanding the unprecedented freshets during the last twelve months, and the remarkably severe winter just passed, the works upon the line have passed the ordeal without injury, except a slide at the Flamboro' road, which may cost from £1,250, to £1,500 to remove, and make the road permanent.

I was directed by your Board on the 15th of March last, to advertise for tenders for such buildings as would be required by the Company for the manufacture of the Cars necessary for an outfit, the Directors having decided to have them built in Hamilton, where they could be more directly under the supervision and inspection of the Engineer or some one appointed to overlook their construction. These Car shops consist of one building, 50 by 150 feet—two stories—with Engine house attached, 25 by 40 ; one building, 75 by 121 feet ; and two buildings, 40 by 160 feet each. The first two are to be made of stone, and the last two of wood. On the first day of April, the contracts for these were given to Messrs. Seath and Firth for the stone buildings, and William Dodds for the wood, who have commenced erecting the same on the grounds of the Company, and will complete them by the first day of August next. The necessary machinery, Engine, &c., will then be ready to put up.

On the 20th of April by order of the Board I advertised for tenders for the following cars, to wit :

- 25 Passenger Cars.
- 4 Express and Mail Cars.
- 8 Baggage Cars.
- 20 Emigrant Cars.
- 100 Platform, Lumber and Iron Cars.
- 150 House Freight Cars.
- 100 Gravel Cars.
- 25 Repair Cars.
- 15 Hand Cars.

These Cars with the exception of the Gravel, Repair and Hand Car.

are to be of the large size, with 8 wheels and of the best description, the Passenger, Express, Baggage and Emigrant Cars to have the first quality of wrought iron wheels.

The competition for building these cars was spirited, and the contract was given to McQuesten, Williams, Dutton, and Biamard, who are now making contracts for the necessary machinery and materials. The rate at which this contract was given out is highly favourable to the Company, and is considered as low as the same quality of Cars can be purchased in the United States, thereby saving the Company the transportation and duties, which items in themselves will more than repay the cost of the buildings to be erected, even were they not needed by the Company on the completion of the road.

In pursuance of a resolution of the Board I shall immediately contract for such Locomotive Engines as will be required on the road before the opening of navigation in 1853.

The contractor for the piling in Burlington Bay is now at work, the necessary piles and timber for completing the docks having been contracted for during the past winter. It is my intention to have the station grounds of the Company in Hamilton filled up, and the wharves completed, by the 1st day of November next.

The iron rails, weighing from 65 to 80 pounds to the yard, purchased by the Company last winter are coming forward, and will be delivered at Hamilton, Dundas, Welland Canal, Windsor and Chatham during the course of the summer.

From a knowledge of the character of the work, and taking into consideration the difficulties to be encountered in the prosecution of the same, I do not think it prudent to name a day for the opening of the whole line before August 1853, during which month, unless difficulties now unforeseen and not anticipated, should arise, I do not doubt trains will make their regular trips between the Niagara and Detroit rivers.

Since the commencement of the work in 1850 I have had an opportunity of carefully overlooking the plans, estimates, and calculations of my predecessor Mr. Stuart, and I feel no hesitation in saying that I think his estimates were sufficient to complete the work upon the plan and in the manner specified by him. Some alterations have been made whereby the cost of the work will be increased, in other cases reductions have been made ; but after making allowances for the increase of cost in consequence of building Bridges and Culverts for double track, for the substitution of culverts and embankments in many cases for temporary trestle work, for stone instead of brick work, etc., the cost of the road will not exceed the original estimate.

All of which is respectfully submitted.

ROSWELL G. BENEDICT,
Chief Engineer.

Engineer's Office, G. W. R. R. }
Hamilton, June 10, 1852. }

Present State and Progress of Telegraph Lines in Canada.— 2,437 Miles of Wire.

Lines in Canada were first established some six years ago, commencing at Montreal and extending westward, and to the Niagara River, and subsequently to Quebec, and on the Ottawa River. The lines from Quebec, Montreal, Toronto, Hamilton, and to Buffalo, have proved lucrative to the stock-holders from the date of their construction. The line west from Hamilton to London, has not done as well so far as profits are concerned, from the fact that there has been no branch wires leading to it, and no through connection with the American line at the West. This, however, is about being remedied, and the line extended to Detroit, and there connect with five lines that now pass through that city. The original capital of the present lines in Canada, was double per mile what is now required, on account of the reduction of prices for all kinds of material. The last report of the Montreal Company exhibits the following.

Capital of the Company.....	\$60,000
Profits of 1849.....	17 per cent
do 1850.....	17½ do
do 1851.....	20½ do

The three year's profits 55 per cent. The Company report a reserve fund on hand of \$15,800 equal to 27 per cent of the original capital after paying dividends. It is understood the stock has been mostly bought up, and is now in some eight or ten hands. The Toronto, Hamilton and Buffalo Telegraph Company Stock, has been recently consolidated with the Montreal Company. The present Telegraph Companies after a monopoly of six years, are now destined to find a powerful and energetic rival interest in the field. Through the influence of several wealthy gentlemen residing in the Upper and Lower Provinces, Mr. Snow, who has been extensively engaged in getting up companies in the States, and connected with the construction of over 5000 miles, was induced to visit Canada, with the view of establishing a grand Trunk Telegraph Line, from the Detroit River and the foot of Lake Huron to Quebec, connecting with the American Lines at various points, and also with the Line from Quebec to Halifax, with