

height, were accordingly added. The abutments and piers are completed, with the exception of the extra three feet, and are in readiness for the girders. The masonry is of the best description—no better exists on the Line.

At Salmon River, the works had been so delayed, that it is very questionable whether any reasonable exertion will succeed in completing the Viaduct, in time for the general opening of the Road next summer; but, by resorting to the construction of a temporary Bridge—the material for which may be delivered at a small expense this winter—the opening need not, on this account, be delayed.

Sections 11. and 12. are nearly completed, and in readiness for the Rails, with the exception of a portion of the grading on the former Section, where the Line passes over the intervalle of the Salmon River. This gap was caused by a scarcity of earth at this point, which prevented the embankment from being completed. The opening of the Line to Sussex, has enabled the Contractor to deliver Rails from Saint John, which have been laid down; the requisite amount of earth to complete the embankments, will be hauled early in the ensuing spring.

On Section 13. the grading is nearly finished, but cannot be properly formed until the opening of the spring; this will prevent the sleepers from being distributed in a proper manner this winter. A considerable portion of the culvert masonry is still to do upon this Section.

Section 14.—All the grading and masonry have been completed, and thoroughly dressed and finished, with the exception of a small portion at the western end of the Section. A part of the Track has been already laid, and all the sleepers have been delivered and distributed.

Section 15. is in about the same state of forwardness as Section 13. Some of the grading and masonry is not yet completed, and the formation cannot be dressed off until the frost comes out in the spring. This will also delay the distribution of sleepers and iron, and the laying of the Track.

MONCTON AND SALISBURY DIVISION.

Head of Peticodiac to Moncton.

Section 16.—The grading and masonry are considerably advanced upon this Section, except upon the heavy embankment near the eastern end; the latter point, however, is the