

in the length of the bars, caused by variations of temperature, the extremes of which are very great in this climate; also, to guard against a troublesome longitudinal movement of the rail, always experienced on railways, a centre plate of about half the weight of the joint chair is inserted. This plate has a seat for the rail similar to the chair, having two inward projections fitting into openings cut in the base of the rail of corresponding size.

This retains the rail in its position longitudinally, while it requires the movement from change of temperature to take place from and towards the centre of each rail, provision being made for this by leaving sufficient space between the ends when the iron is laid

This description of track is less liable to derangement from frost, and costs much less for repairs, than a track with cross sills. The motion of the cars is easier and more agreeable to passengers; there is less danger of accidents, and when they do occur, are usually less disastrous. The cost of repairs of machinery is also materially diminished by the smooth, uniform, and slightly-elastic surface, afforded by the continuous bearing.

All the timber required for the track of 30 miles of road, has been contracted for, to be delivered at different points on the line, and at such periods as will allow the whole to be laid the coming season.

There are 1600 tons of Iron delivered, which is sufficient for 16 miles of track, and the remainder can be ordered at such time as the progress of the work will require its use.

The business of acquiring the titles to land for road-way and stations, having been performed by the Engineer Department, it is proper that I should here allude to the subject.

In December, 1846, Mr. Bailey was appointed by the Board, Commissioner for negotiating for the right of way, and securing to the Company in due form, titles to all the lands required for the purposes of the road.

The duties of this office have been performed by Mr. Bailey, in addition to his duties of resident Engineer of the first Division of the road.

From the report of that gentleman on this subject, it will be perceived that this has been a most arduous and responsible service;