

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 Brainard, who are now making contracts for the necessary machinery and materials. The rate at which this contract was given out is highly favorable 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 sixty-five to eighty 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, esti-