

HAMPTON DIVISION.

From Ossekeag to Sussee

Section 7, from Groom's Cove to Norton Ferry, is in good order. The tracklaying is finished, the masonry and grading nearly so; a portion of the ballasting and rip-rapping is still to be done.

The iron work for the Passekeag Bridge is now being erected.

Section 8, is in about the same state of forwardness. The superstructure for the Bridge over the Moosehorn has been erected, and properly tested; it is now passed over by the Trains.

On Section 9, the grading has been sufficiently completed to admit of the Track being permanently laid; but the embankments in several places will require widening to complete them. The Track is in pretty good order, considering that but a portion of ballast has been laid on. Two out of three Bridges are still to be built; the Contractor has, however, erected substantial temporary structures, at his own expense, by the aid of which the Line was safely opened in November.

He is delivering stone this winter, preparatory to commencing the erection of the permanent structures in the ensuing spring, which can be done without interfering with the Traffic.

SUSSEX DIVISION.

From Sussex to Head of Peticodiac.

Section 10, was let October 8, 1858, to Messrs. Beckwith and Foster, but as the work did not progress in a satisfactory manner, it was in September last taken out of their hands, and re-let to Mr. Brookfield, who was the next lowest bidder. The latter has endeavoured to make up for the time that was previously lost, by pushing the work as fast as the season would permit.

On this Section are two of the most important Bridges upon the Division. Trout Creek Viaduct of three spans of 80 feet, and Salmon River of two spans of 100 feet each. The former had been originally designed for two spans, but it was found that there was not sufficient water-way for the periodical freshets in that stream, and another span and three feet of