

of the road, and the additional facilities afforded will tend to foster that description of traffic which already forms an important item in the receipts of the road.

A large addition has been made to the track accommodation at the Company's Terminus at Longueuil, new tracks have been laid to the North and South of the Main Line of Rails affording greater room for the delivery of cord wood, lumber &c., and for placing carriages, which are not in use, under repair.

An extensive snow fence is in course of construction, along the line, near the Longueuil Terminus. This has been found necessary to protect the road from the heavy drifts of snow which that portion of it is subjected to, and which, by means of the fence, will, in a great measure, be prevented.

The ballasting of the Road between Longueuil and Sherbrooke was prosecuted during the entire of last season, without interruption. From the scarcity of proper material, the section between Longueuil and St. Hyacinthe is ballasted with sand; sufficient of that material, is now placed to prevent the clay from working up, but it will require a coating of gravel before the road bed can be considered as permanently secure from the effects of wet and frost—this material will have to be brought from a point about 8 miles East of St. Hyacinthe. From thence to Richmond, Sherbrooke, and Lennoxville, ballasting, where put on, is generally of a superior quality of gravel, forming a road bed that will require but little attention to keep it in good order.

From Lennoxville, to within 10 miles of the Boundary Line, the road bed will require heavy ballasting. Gravel is found in abundance at both extremities, and there will be no difficulty in accomplishing the work in one season, to a sufficient extent at least to make the road safe to be run over. From thence to the Boundary Line, and on to Island Pond, the greatest portion of the line passes through gravelly or sandy soil, requiring but a small quantity of ballast to secure a good and permanent road bed.

To meet the increased traffic, additional accommodation has been secured at Longueuil, by the construction of a new wharf, 118 feet in width, projecting in the river 750 feet. The wharf is so constructed as to form a basin between it and the wharf first built of 122 feet in width, and 550 feet in length. The width of the wharf is sufficient for the construction upon it of two sheds, each 400 feet in length, and 24 in width, with a line of double tracks between them—arrangements for the construction of these sheds are in progress.

The increased accommodation thus provided for is not near sufficient to meet the business that the through traffic of the road will call for, and when it is considered that the wharf and sheds referred to can only be made use of whilst the navigation is open, and that no decision has been yet come to as to a plan to store the produce and freight, which it will not be practicable to carry away immediately on its arrival, as well as to provide for a secure storage for what will be brought down late in the Fall, no time in my opinion, should be lost in adopting a plan that will afford the requisite facilities.

The peculiar position of the wharves at Longueuil, exposed, as they are, to the shores of ice, preclude the possibility of permanent buildings adapted to the storing of flour and grain being constructed upon them. Such buildings,