

and the tankman's services are dispensed with. A similar contrivance is now in use at Moncton, and one is being made for Truro.

Throughout the line there are 80 watering stations, of which 37 are supplied by gravitation, 9 by steam, 7 by windmill, and 27 by hand pumps.

At Campbellton a main of 7,100 feet of 6-inch pipes was laid from the engine house to Millstream, and 1,099 feet of branch pipes to the hydrants and buildings throughout the yard. The amount expended for the service was \$9,095.91.

At Darling's Brook, near Hampton, one of the most important watering stations on the road, an excellent gravitation supply was obtained by laying 985 feet of 6-inch pipe, at an expense of \$1,063.

MASONRY.

A retaining wall 90 feet long and 7 feet high was built near Young Street, Halifax, to make approach to new coal trestles. Entirely new abutments, containing 750 cubic yards of ashlar masonry, were built at Enfield for the new clear span of 110 feet, which substitutes three spans of 49 feet each.

An 8-foot beam culvert was built at Malcolm's Brick Yard, to substitute a wooden one washed out.

A cattle guard and culvert at Enfield Station was rebuilt.

Three wood spans of 30 feet each were replaced by a 12-foot arch culvert 88 feet long.

Three piers and abutments of this bridge were built of lime stone, and were utterly worthless.

Three 4 feet by 2½ feet box culverts were rebuilt near Milford, each containing upwards of 100 yards of masonry.

About 6 cubic yards of new masonry were built for each of the wood spans replaced by iron (above referred to under bridges).

The old masonry of these structures was also pointed.

Two 4 x 2½ feet box culverts were renewed near Brook Field.

A 3 x 5 feet box culvert 60 feet long was renewed at Doggett's Brook, near Truro.

At Ishgonish a 10 feet beam culvert was lengthened 15 feet to admit of siding being extended.

At Greenville two box culverts, one 7 feet long and the other 24 feet long, were rebuilt.

A 2 x 2½ feet box culvert 184 feet was built under the new tracks and road at Amherst Station grounds.

At McManus Mill, near Memramcook, abutments of ashlar masonry were built upon pile foundations, to substitute decayed wood trestle-work.

At Hall's Creek two heavy abutments and one pier have been built upon pile foundations for 50 and 12 feet spans of iron, to replace a decayed timber bridge.

Two light abutments and piers have been built for old rail-iron overhead bridge, near Moncton.

Light abutments and piers were also built for overhead bridges at Lakeside and Passekeag, near Hampton.

A dry masonry bridge of 33 feet span was renewed with first-class ashlar masonry at Rothesay.

New bridge seats for iron span of 27 feet were provided at Parryburn.

Abutments have been commenced for two iron spans of 100 feet each to carry Stanley and Garden Streets across the railway, in St. John Station grounds. One of them is to be built of granite, obtained from the parapets of a bridge near Nauwigewauk. A 4 feet arch was turned in tunnel near Tartague—one hundred and forty feet (140) long, at a cost of about \$1,500. This is necessary on account of rock decaying and portion of tunnel caving in.