

The Sleepers on the Eleventh and Twelfth Sections have been partially renewed during the summer. Those taken out were Hemlock, and had been laid about seven years, which is, I believe, generally considered "the life" of such Sleepers. They have been replaced chiefly with Hachmatac.

Some additional protection for the Track Stringers was thought necessary on that part of Point du Chene Wharf which is most exposed to the violence of the sea. Measures were therefore taken to meet the necessity. I may here state that the planking on the top of the wharf continues to answer every purpose that was expected. The track has not been disturbed, although there have been several severe storms since it was laid.

The only new sidings put in have been at Gurney's, on the Fifth Section, and at Shives's Mill, on the Seventh Section. The freight siding at Nauwigewauk Station has been lengthened, in order to allow of its being used as a passing place for passenger trains. The total length of sidings is now 13 3-10 miles. Snow fences have been built at Appleby's, Moncton, and Cook's Brook, the total length of which is 194 rods.

A fire-proof Safe was made for the St. John Station, which, partly on account of its great weight, (10,000 lbs.) and partly on account of the space it would occupy, it was not deemed advisable to put in the Superintendent's office. A brick pier was therefore built up outside the building, on which the safe was placed, and the whole was then covered to correspond with the Station Building.

A large quantity of Fencing was destroyed by fire during the summer. This, I fear may be expected every year, for during the dry season the fire kindles so easily, and spreads so rapidly, that the trackmen cannot, even by the exercise of the utmost vigilance, prevent a great deal of damage being done. The fence across the great marsh, St. John, is nearly worn out, and I would suggest that when it is renewed, the experiment of iron wire fence should be tried. The price of the diamond wire fence manufactured in Boston, is from 85 to 90 cents per rod, and its cost completed would be about \$1 30 per rod, which is rather less than the cost of board fence. As in all probability it would be much more durable, and certainly less liable to destruction by fire, it would, I believe, be found much cheaper in the end. The expense might be even less, if the fence could be imported from England. If found to answer on the marsh, it could be extended gradually along the whole line.

The cost of the various constructions, renewals and repairs, will be found in the report of the General Superintendent.

All the Iron Bridges, except Passakeag and Moosehorn, will require either thorough or partial repainting next Summer.