

Name of Bridge.	Timber used.	Roadway.
Burnt Church River,	Cedar,	Gravel.
Steward's Brook,	Cedar,	Gravel.
Rideout's, Carleton County,	Cedar,	Gravel.
Widow Shaw's,	Cedar,	Gravel.
Siga's River,	Cedar,	Gravel.
Rimeau Thibault's,	Cedar,	Gravel.

Of the foregoing Bridges it will be observed that ten of them are to be erected of cedar, three of cedar blocks or bents with pine superstructure, one of hacmatac and pine, and the remaining one over Johnston's Cove, entirely of pine.

The total length of planking on these Bridges is 1887 feet, which will be reduced in the new ones to 756 feet, most of them being either filled solid or floored over with cedar and covered with gravel their entire length without any planking at all.

In addition to the advantages above mentioned, by letting these Bridges in the Winter season, their cost will be at once ascertained, and assist in making a more correct estimate of the necessary amount required for the Road service the coming season.

GREAT ROADS.

No. 1.—*From Saint John to Nova Scotia Line.*—132 Miles.

This line of Road has had for a number of years a large amount of travel upon it. In addition to the heavy Mail coaches passing over it daily, the fertile and flourishing Settlements of Upper Sussex, Pleasant Valley, and Studholm, send large quantities of farming produce over the western end of the line to the City of Saint John.

From Saint John to Hampton, a distance of 22 miles, the Railroad operations have been carried on during the past year, the track crossing the Great Road eight times, and running near to it for the greater part of the distance. Most of these crossings will ultimately be avoided, and the Railway when finished be passed either under or over the turnpike, but during the progress of the works much inconvenience has been necessarily experienced by the travelling public, but not more, it is believed, than is usual and unavoidable in such cases. Until the Railway is completed it will be impossible to keep the Road in its former travelling condition, or to prevent to some extent the operations from interfering with the comfort of travellers.

From Hampton to Hayward's Mills the distance is about 43 miles. On the eastern end of this section the drainage and small Bridges have been to some extent neglected, but the more important works are all new, and in good condition. In February last, the superstructure of the Bridge at Roache's, which was nearly new, was carried away by an unusually high and dangerous ice freshet. The Bridge has since been repaired, and a wing has been erected on the upper side of the western abutment for the purpose of preventing the recurrence of a similar accident.

From Hayward's Mills to the Nova Scotia line, a distance of 67 miles, all the Bridges are in good condition, and with the exception of repairs, principally railing, nothing of any consequence will be necessary for the ensuing year. The Road generally on this section was in a good condition till cut up by the heavy traffic and wet weather of last Fall. The portions that have been gravelled are an exception to the rest, and have stood the season without sustaining injury.

Only two new Bridges will be necessary between Saint John and the Nova Scotia line the next year, unless some unexpected damage should occur from ice or water in the Spring. The construction of the large Bridges at Hampton Ferry and Sackville, by the Board of Works, on this line of Road, have been nearly completed during the year, particulars of which will be found in another part of this Report.

No. 2.—*From Saint John to Saint Andrews.*—66 Miles.

From Saint John to Lepreau the Road is in excellent condition; the Bridges are all in good order, and nearly the whole distance is turnpiked and gravelled. No new Bridges have been built during the year, nor will any be necessary for the next season.

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