

A flag station at Black Point.
 Dwelling for Agent at New Mills, half story, 28 x 19 feet.
 A snow plough shed at Campbellton, 300 x 14.
 A track store at Campbellton, 28 x 21 feet.
 A freight house at Campbellton Wharf, 50 x 20 feet.
 Building one reservoir at Campbellton, 18 x 18 feet.
 Alterations in Superintendent's Office at Campbellton.
 Addition of 12 feet and alterations and repairs to Cedar Hall Station.
 Repairs to Sayabec Station—New engine shed at Sayabec 65 feet in diameter.
 Addition to St. Octave Station and general repairs.
 Converted part of St. Fabie Station into dwelling for locomotive foreman. Built snow plough shed, 300 x 14 feet.
 Converted part of St. Luce Station into dwelling for section foreman.
 Painted Rimouski Station.
 Converted part of St. Fabien into dwelling for Station Agent.
 At Rivière du Loup, put in double windows, double floors, and fitted up buildings for convenience of train dispatchers.

BRIDGES.

Three iron spans of 49 feet each at Enfield were replaced by a single span of 110 feet, at a cost of \$15,067.07 (including abutments.)

The new span is a lattice girder, and was built by the Star Manufacturing Company of Halifax. Two of the old girders have since been used—one at Teakles Mill, the other at Hall's Creek.

At North Rawdon River three wood spans of 25 feet each were replaced with girders built of old rails.

Between Truro and Stewiacke six wood spans, varying from 16 to 23 feet, have been renewed with girders built of old rails. Some of these spans have been in use for eight months and are giving good satisfaction.

They are a little more expensive than wood, and if kept painted may be considered permanent structures.

An overhead bridge at Moncton has been replaced by an iron structure built of old rails.

Two others of the same kind are being built at Passekeag and Lake Side; two spans of 100 feet each, to replace the wooden trestle-bridge at Garden and Stanley Streets, in St. John yard, built of old rails, are under contract by Messrs. Geo Fleming & Son's, at St. John. One of them was opened for traffic on the 6th inst. The contract price is \$5,490.

It was necessary to renew four of the above-named over-head bridges this year to give the clear headway required by the clause amending general Railway Act passed last Session. Under ordinary circumstances, the renewal of these might have been spread over three years. The old wood bridges were too much decayed to admit of their being raised.

WATER SUPPLIES.

A contract was entered into with the Moncton Gaslight and Water Company, by which they were to deliver water and gas to the Department at the boundary of the railway property.

An expenditure of \$5,787.10 was made in laying water pipes and providing hydrants to the different buildings in Moncton yard, and \$11,504.44 for gas pipes.

At Newcastle 6,000 feet of 10-inch clay pipes were replaced by 6,000 feet of 6-inch iron pipes, at a cost of \$5,064.58. The trench in which pipes were laid was from 6 to 14 feet deep, and the work proved very expensive.

At Amherst a tank of 12,000 gallons capacity, and one of Morgan's cranes, was erected. The crane stands close to the main line. It is worked by the train hands,