

The Bridges at Little Scadouc and Cook's Brook have been only partially renewed, but have been strengthened by a thorough system of diagonal bracing, in which they were formerly somewhat deficient, and the want of which, more than any extensive decay in the timber, was the cause of their vibration. The timber in these two Bridges was much superior to that in Big Scadouc Bridge, and now that any unsound pieces have been removed, the structures will, probably, be good for several years to come. As these Bridges were built in 1858 or 4, the timber has lasted as well as could be reasonably expected.

The Trestle Bridge at Jonathan's Creek, near Moncton, has required some repair; the foundation of the Western Channel Bent, having sunk at the South side so as to throw the Bridge "out of line." I can account for this failure only on the supposition, that the piles of which the foundation is composed were not properly driven, as the bed of the Creek is of a nature to hold a well-driven pile very firmly. I have had the Bridge put back into line, and braced in such a manner as to take the weight from the defective piling. I do not anticipate, therefore, any more trouble from that source.

The Stringers of the South Cove Bridge were accidentally burnt, probably by fire from the Locomotive, during the dry weather of last summer. The Stringers since put on, are intended to be only temporary, as the Bridge will have to be totally rebuilt before the business opens next summer. This portion of the road not being used during the time the Gulf Navigation is closed, advantage should be taken of the interval, either to build a new Bridge or a Stone Culvert. The cost of a Pile Bridge would be \$300, and of a Stone Culvert \$625.

The over Bridges at Valley Road, Saint John, and at Church Street and Mountain Road, Moncton, have been replanked. At Otty's Bridge, Second Section, the Masonry under one of the Trestles having been injured by a slide, was taken down and rebuilt. All over Bridges are now in good order.

A small amount was expended on the Bridge across the Kennebecasis, at Norton in repairing the damage done by the freshet to the foundation of one of the bents of the Southern approach.

One of the Box Culverts on the Sixth Section having been found too small to vent the water during freshets, I have had it changed to an open Culvert; which, by giving greater height, has enlarged the vent sufficiently, and at small expense.

The Tanks at Petitoodiac and Steves' Lake being leaky, and not of sufficient size, it was decided to replace them by larger and better ones, which has accordingly been done.

Some repairs which proved to be necessary have been made on Shediac Passenger Station.