

they were found most decayed. The rail joint-ties, and those on bridge approaches have generally been renewed.

Ballasting.—10,180 cubic yards of gravel from the pit at Davenport have been placed on the roadway between the 9th mile post and the Don Bridge, at $15\frac{1}{2}$ miles. Of this distance, about $\frac{3}{4}$ of a mile has been *only* partially ballasted. $1\frac{3}{4}$ miles have been ballasted to a depth of over 18 inches, and the remainder or 4 miles to a depth of about 16 inches, so that this section of the line which formerly had only from 6 to 9 inches of gravel, has now over a length of about six miles, from 16 to 18 inches; and with repairs of other kinds, is restored to a condition of most excellent order, certainly not inferior to any section of Railway in the Province.

The old iron taken up has furnished a considerable proportion of bars, suitable, with trifling repairs, for use in other parts of the track, and they have thus enabled the Company to keep the line serviceable for traffic throughout the year, without further expenditure in the purchase of new rails.

The balance of the old iron not fit for use, has been sold and credited the proper account in the Company's books.

The detailed expenditure on this service, as shown by the certificates of my department, is as follows :

New Rails,.....	\$25,339 61
“ Spikes,.....	785 40
“ Chairs,.....	1,146 20
“ Ties,.....	4,095 93
Re-laying Track, [allowance for,]	800 00
Ballasting,.....	2,691 73
	\$34,858 87

2. BRIDGING AND GRADING,

Comprises the construction of substantial stone culverts and earthen embankments, at the following points, viz. :

At White's Bridge,.....	[$5\frac{1}{2}$ miles.]
“ Clarke's “	[$8\frac{1}{2}$ “]
“ Don “	[$15\frac{1}{2}$ “]
“ Graham's “	[$29\frac{1}{4}$ “]
“ Sunnidale “	[78 “]

and thus reducing the length of the wooden bridges on the line 446