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No. 22.—*From Woodstock to Houllon.*—11 Miles.

A considerable portion of the expenditure on this Road for the last two or three years, has been absorbed in a deviation laid out some time since, and partially executed. This alteration is now nearly complete, and as there are no Bridges of any consequence upon the line, the expenditure for the future will be more available for the improvement of the Road.

The traffic on this line has much increased within the last few years. Independently of its forming the principal communication between the State of Maine and the navigable part of the Saint John River, a very large exportation of cattle and agricultural produce from this Province passes over it towards the great United States markets of Bangor and Boston. The opening of the American Railway from Portland to Bangor on the one side, and the contemplated Provincial Railroad from Saint Andrews to Woodstock on the other, have increased and will continue to do so for some years, the international traffic over this short Road, and give it an importance greater than its mileage might indicate. It is therefore desirable that the work on the Road should be done in a substantial and thorough manner, to withstand the existing and contemplated traffic.

No. 23.—*From Fredericton to Saint Andrews.*—78 Miles.

The Road is in good order, and the Bridges, of which there are thirteen, are many of them nearly new, and excepting Digdeguash and Johnson's Cove, in good order. During the year a new Bridge has been built over the Lower Trout Brook, and others have been repaired. Some culverts have been put in, and several miles turnpiked. The rebuilding of the Bridges at Digdeguash and Johnson's Cove, have recently been let by contract from the Board of Works for £173 and £162 10s. respectively.

At a point about 22 miles from Saint Andrews, the main line of the New Brunswick and Canada Railway crosses the Road, and a Station House and other facilities for travelling, have been provided by the Company. This will necessarily cause a considerable increase of traffic, in the haulage of cordwood, timber, and supplies, to and from the Railway, and the wear of the Road in this locality in consequence will require considerable attention, to preserve it in a satisfactory and efficient condition.

No. 24.—*From Waweig to Saint Stephen.*—9 Miles.

Leaving the Great Road from Fredericton to Saint Andrews near Waweig, it crosses that River on a long Bridge, and passing round the head of Oak Bay, over Denny's Stream, is continued on to the Town of Saint Stephen. There is abundance of good material in the district, the Road is in excellent order, and the five Bridges in a good state of repair.

No. 25.—*From Roix to Oak Bay.*—16 Miles.

This line branches off at Roix from the Great Road leading from Saint John to Saint Andrews, and runs towards Saint Stephen, joining the Great Road again at the head of Oak Bay, crossing in its course the Digdeguash River and the Saint Andrews and Canada Railway. It is pretty level, but unnecessarily crooked, and has hitherto been in a bad condition, except for Winter use. A good deal of work was done on it during the present year, and with a little dressing up in the Spring, it will, next year, be in a fair travelling state. The principal Bridge is that over the Digdeguash, the greater part of which is nearly new, but the old part, at the west end, will require repairs next season.

No. 26.—*From Oak Bay to Eel River.*—74 Miles.

Beginning at the Head of Oak Bay in Charlotte County, this Road runs in a northerly direction through the country, a large portion of which is yet in a wilderness state, to the mouth of Eel River, on the west Bank of the River Saint John. Much of the ground is rocky and swampy, but the line in general is very level. There are large and flourishing Settlements at the ends of it, and very few Roads in the Province have such an amount of Winter traffic. Although this line has been long on the establishment, and is of great importance to the interests of the western part of the Province, yet, from the smallness of the Grants, and the great cost of construction, it

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