

old ones of hemlock, and arrangements have been made for the erection of two others of the same durable material. In addition to these, the Bridge over the Little Presqu'île, built partly on bents and partly on blocks, the stringers of which are defective, are to have these renewed, and be otherwise strengthened, with a view to its being made to stand for two or three years longer.

*No. 16.—From River DeChute to the Grand Falls.—33 Miles.*

This Road is in fair condition, and the Bridges, excepting one small one over Brayson's Creek, are in good order; several of them have been repaired during the season, but no new ones have been necessary. In several places, especially near the Tobique Settlement, the location of the Road is immediately on the bank of the Saint John River, and requires considerable attention to maintain it of the requisite dimensions, as the banks are sandy, and liable to damage from the ice and freshets.

*No. 17.—From Grand Falls to the Canadian Boundary.—50 Miles.*

From Grand Falls to the Little Falls, a distance of about 38 miles, the Road is generally over a flat and level country, the soil being a dense blue clay, on which the frost has a powerful action. A great deal of work has been done on the Bridges this season, three having been built new, and five repaired, besides the Madawaska Bridge left unfinished last year. Arrangements have been made for timber this Winter for the purpose of erecting two new ones next Summer; and besides these, the Quisibis Bridge is in a precarious condition. This unfortunate Bridge has received continual repair almost since the date of its erection, and in all probability will require additional work next season.

From Little Falls to the Canada line, a distance of about 12 miles, the Road was originally made by the Canadian Government as a part of the inter-colonial route to connect the Saint John and the Saint Lawrence. When the new Road now making from the Riviere du Loup to the Canadian line is further advanced, the part in New Brunswick will be of more consequence than at present, and may require extensive repairs, but at present its condition is equal to any other similarly situated Road.

*No. 18.—From Little Falls to Saint Francis.—32 Miles.*

This Road, extending from Edmundston on the north bank of the River Saint John, to the mouth of the Saint Francis, is still very incomplete, but is gradually improving; several of the Bridges have been repaired, and one new one built, during the season. Besides this, the worst places on the line have had the ruts and muddy hollows filled with gravel, three bad hills have been cut down, and about one mile of new Road near the Saint Francis River, opened and turnpiked.

*No. 19.—From Grand Falls to American Boundary.—3 Miles.*

This short line extending from the Lower Landing of the Grand Falls to the American line, is in very good order. The Steamers and Tow Boats which bring the supplies for the lumberers on the Upper Saint John and its tributaries, discharge their cargoes at the Lower Landing, to be teamed directly into the woods, or hauled round the Falls previous to transshipment on the River above. The part of the line over which this traffic passes, is therefore liable at some seasons to much wear upon it, and requires consequently more attention than the part nearer the American line, which is principally used by the inhabitants of the neighbouring State.

*No. 20.—From Pickard's Store to American Boundary.—5 Miles.*

This Road is still incomplete, but it has during the season been improved. The expenditure upon it is more effective from the fact of its having no important Bridges, the building and maintenance of which would abstract from the portion to be laid out upon the Road generally; and by gradually improving it in this way, it is expected shortly to be in as good condition throughout as other lines.

*No. 21.—From Buttermilk Creek to American Line.—9 Miles.*

This Road, like the two preceding lines, is principally used as an outlet for the inhabitants of the State of Maine to the River Saint John. There are no Bridges upon it, and its general state is good. A deviation laid out, and on which the land damages were paid as reported last year, has been completed this, and is an improvement on the old location.