

for a number of years. When this fails the cost of renewing the Bridge will be confined merely to the superstructure, and be very much less than the present outlay. Though the Contractor had not completed the Bridge at the time specified, yet the old Bridge kept up the communication, and the public did not suffer any inconvenience in consequence. At the present time it is finished except the covering, approaches, and ornamental fronts at each end of the truss.

No. 5.—*South West Oromocto Bridge.*

The particular site for this Bridge was carefully examined and marked out by the Surveyor General and myself in the month of September last. Plans and specifications were subsequently prepared; the general design being two shore abutments, each 25 feet long; one block or pier in the middle of the stream, 14 feet wide at the top; and two spans of 60 feet each; making the total length 185 feet. The top of the Bridge is to be level, and 20 feet above the height of the bed of the River measured on the up-stream side in its present condition. The material for the abutments and pier to be cedar, and to be well ballasted with stone; and the material for the superstructure to be of good merchantable pine.

The erection of this Bridge was let by tender on the 13th day of November last to Mr. Alexander Thompson, of the County of York, for the sum of £467 10s., to be completed on the 1st day of October next.

The foregoing Bridges are large and expensive structures, and will probably all be finished during the present year. Their united cost when completed will be £19,710, of which about £7,500 will require to be paid during the present fiscal year.

INTERNAL NAVIGATION.

DREDGING MACHINE.

The Dredge commenced working 29th April at Godard's Mills, Union Point, above the Falls of the Saint John, and worked there till the 19th day of May, and again portions of the time from June 11th to July 10th, in all 24 days, removing 418 scow loads, equal to 11,286 cubic yards. From May 20th to June 10th, making 18 working days, the Machine was at Jouett's Mills in South Bay, where 14,877 cubic yards were excavated. From July 11th to the 3rd of September, the Dredge was working below the Falls, at the Ferry Landing on the Carleton side, and removed 5,400 cubic yards of clay. The regular working of the Machine was very much interfered with at this place by the action of the tides, and the average quantity removed per day, during the 45 working days engaged at the Ferry Landing, was only 120 cubic yards, the working time being seldom more than five hours out of the twenty-four. The greatest performance on any one day was 9 scow loads or 243 cubic yards. From the 4th to the 25th of September the Machine was excavating the ground in front of Adams' Wharf in Carleton, removing altogether in 15 days, 2,862 cubic yards, the tidal delay being nearly the same here as at the Ferry Landing. On Saturday the 26th of September the Machine was towed up to the Grand Lake to resume the widening of the Channel left unfinished the year before, and to clean out the bottom. It remained at this work till the 10th November, altogether 26 days, removing in that time 13,014 cubic yards. From the 16th to the 29th October was lost in consequence of the hull leaking badly, and the rough weather, and on the 11th November the Machine was finally laid up for the season in the Jemseg.

During the year the Dredging Machine has from various causes lost considerable time in repairing, and removing from place to place. Some alteration in the machinery was necessary before commencing the year's operations; the whole of the running gear was overhauled and partly renewed, and the hull caulked and strengthened. From 11th June to 10th July, great delay was occasioned by the breakage of the main bucket roller, and during that period, whilst lying at Godard's Mills, only 7 days work was performed. From the 12th to the 17th of September, whilst working at Adams' Wharf, the state of the weather prevented the Steamer from towing the laden scows