

Several of the heavy Bridges on this line of Road will require the next season more or less repairs. The long covered Bridge over the Renous especially requires attention. The main span is 150 feet clear length, having two Roadways supported by a lattice truss, and covered. Soon after it was built in 1851, the centre of the span began to settle down stream. In the Winter of 1852, ropes and tackle were secured to the ice, and the truss was drawn bodily up stream, and probably strained from the perpendicular. From that period it has been gradually moving up stream, and now forms a complete bow. In this condition it is obviously unsafe, as the strength in this description of truss depends upon its being maintained truly perpendicular.

The large Bridge across the S. W. Miramichi, built in 1847, with the same description of truss, and with hemlock abutments and piers, has the superstructure, consisting of three spans of 112 feet each, in very good condition, but the hemlock piers and abutments are fast decaying. The Bridge over the Burnt Land Brook at Boiestown is old and unsafe, and should be renewed next season; and several other Bridges on this section, the material of which they have been principally constructed being hemlock, will prove for some years to come a source of inconvenience and expense.

No. 13.—*From Fredericton to Saint John.*—66 Miles.

From Fredericton to Government House the Road is in very good condition, but the Bridges are some of them old, and will gradually require renewing. During the year some very substantial work has been done, and as the travel on this Road during the Summer and Autumn is not heavy, it has not been cut up and destroyed as on some other lines. Three small Bridges have been built, one of them near Fredericton entirely of stone, a second at Stephen Glazier's of pine and cedar, and a third over Muzzrall Stream with stone abutments and pine superstructure. In addition to these the Bridge over the Oromocto has been completed by the Board of Works, as reported afterwards.

From Government House to Saint John, the Road is in very fair order, and the Bridges are all good except the one over Nase's Stream, at the mouth of the Nerepis, which is old and may require to be renewed the coming season. During the year one new Bridge near Dr. Bayard's, has been built of cedar, the Road raised two feet, and the hills at each side cut down. A considerable amount of gravelling and draining has been also done on the Road, and the whole distance from Fredericton to Saint John is generally in superior travelling condition.

No. 14.—*From Fredericton to Woodstock.*—63 Miles.

This is one of the most difficult and expensive Roads in the Province to keep in an efficient state of repair; for its length there are more Bridges and Culverts, more sharp curves and steep declivities, and less favourable ground for road making, than usual. It has besides an amount of travelling over it greater than any other, excepting perhaps the line from Saint John to the Bend. Notwithstanding therefore the heavy expense that has been bestowed upon it for the last and several preceding seasons, it is not in that satisfactory state that it is desirable it should be.

In the early part of the season, the freshet did a considerable amount of damage, and three Bridges required unusual repairs to make them passable. During the Summer a fourth Bridge, over Elligood's stream, suddenly failed, and had to be at once renewed; and the Bridge at Kelly's Creek, 22 feet high and 70 feet span, required an entirely new superstructure. Contracts have recently been let by the Board of Works for three Bridges over Negro Brook, Long's Creek, and Dow's Creek, respectively; and the large heavy embankment to supersede the old Bridge over Sullivan's Creek, has been so far completed as to be opened to the public.

In addition to the Bridges now under contract on this line, it is possible that one or two others may fail in the Spring.

No. 15.—*From Woodstock to River DeChute.*—40 Miles.

This Road, leading from Woodstock to the River DeChute, passes through a well settled and valuable country, and the travelling upon it in some seasons of the year is very heavy. The Bridges originally were all of hemlock, and some of the old ones still remain. During the year two new ones of cedar have been built in place of two old