

Richelieu,	6	Spans of 150 feet, (tubes.)
Shingle Brook,	1	" " 30 "
Black River,	1	" " 60 "
Muddy Brook,	1	" " 50 "
Stratford Hollow,	1	" " 50 "
Whitman's Bridge,	1	" " 60 "
Bacon's Falls.	1	" " 60 "
Danville Junction,	1	" " 50 "
Cobb's Bridge (No. 1),	1	" " 60 "
" (No. 2),	1	" " 60 "

The girders ordered for Bacon's Falls were proposed to be used at Bethel, where a more pressing necessity had arisen.

The cost of wrought iron girders, fixed, will probably amount to about £34 or £35 per ton in Canada, and £37 or £38 per ton in America.

But the cost of works absolutely necessary to Bridges is not limited to superstructure, for failures of masonry have continually occurred by the action of floods in the abutment walls, constructed without sufficient care.

On the whole I expect that the necessary repairs to Bridges during this year will cost from £30,000 to £40,000. For the future, the Estimate given in the Report of Messrs. Keefer & Shanley may be taken to represent approximatively the expenses which you will have to meet in Bridge renewals; but the experience of this year's failures leads me to think that some extra allowance ought to be made for unforeseen casualties.

#### PERMANENT WAY.

The defects of original construction are pointed out in the Reports of Mr. Starke and Mr. Bennett, and they have combined to cause heavy expenses, which must be continued, to maintain the line in a safe running condition.

To remedy the deficiencies of ballast much has already been done, while the defective sleepers are in course of renewal, under the maintenance contracts, to a great extent; the faulty cast iron chairs have been replaced by wrought iron ones, either of the Glendon or the Grand Trunk pattern.

The rails are failing considerably, and in many places at a period far earlier than they ought to have given way.

While there is no doubt the line would be materially improved by laying in a great quantity of new rails, I came to the conclusion, conjointly with Mr. A. M. Ross, that the immediate necessity might be met by the supply of 1000 tons of new rails, this year, for the whole length, and a further quantity of 1000 tons next Spring.

These quantities should be delivered half to each Section; for although the rails have failed to a far greater extent on the Atlantic and St. Lawrence Section, facilities exist in the States for a partial supply by re-rolling.