

on the east side of Richelieu river. On the heavier portions of the work, the grading will be continued through the winter.

The Richelieu river bridge is an important structure, and a large amount of work has been done upon it. This bridge consists of six spans of 150 feet each, and a draw near the west shore of 55 feet span. The superstructure is to be erected on the plan of Howe's improved patent, having iron bearings, and to be of the decked form, the track resting on the top chords. The wood work is designed for a single track only, the trusses being placed 12 feet apart in the clear, giving a top width of about 18 feet.

The masonry is designed for a double track, and when the second track is required, it may be added by adding the third truss to the superstructure.

The foundations of the piers and abutments are from 45 to 50 feet below the grade of the road, and in water varying from 3 to 8 feet in depth at low water.

There are 6 piers and 2 abutments, including the masonry for the draw; the foundations of the abutment, and of all the piers except two, are in, and the masonry carried up, ten feet above low water. Nearly all the stone required for completing the masonry are dressed, and delivered ready to be laid in the spring.

A large portion of the timber and iron required for the superstructure is delivered, and the whole work, it is confidently believed, will be finished by August next.

The country through which the first Division of your road is located, presents a uniform and even surface, and is generally in a high state of cultivation.

The road-bed is mostly on embankment varying from 3 to 6 feet in height, which is formed generally with earth excavated from side ditches.

This gives a dry and permanent road-bed, and facilitates the removal of snow from the track in the winter. The grading is for a single track, having a width of road-bed in excavations of 22 feet, and on embankment 15 feet, with slopes in the ratio of one and a half feet base, to 1 foot rise.

The alignment of this Division of the road may be considered highly favorable, nearly 95 per cent. of the whole distance being straight line.