

The Bridge was opened for traffic in September last, though not taken off the Contractor's hands in consequence of portions of the work being incomplete. On the 11th of November the Steamer "Transit," in coming down the Oromocto River, ran at full speed against the northern draw-pier, and seriously damaged the piles, breaking five and injuring two others. In consequence of the lateness of the season and the delay in procuring new timber, the repairs have only been as yet temporarily executed. The time of the year rendering the draw of course unnecessary, stringers have been thrown over the openings, and planked. It is intended to repair the damage before the ice breaks up in the Spring.

No. 4.—*Grand Falls Bridge.*

The erection of a Bridge at this place across the Saint John River, has engaged the attention of the Legislature for some years, but so many difficulties presented themselves besides the natural and engineering obstacles, that nothing has been done to carry out the undertaking, until the present season. The land on both sides the River is a Reserve of the Ordnance Department of the Imperial Government, and it consequently became necessary to obtain the approval of the War Office to any erection on their land, or liable to interfere with their arrangements. The correspondence on this subject, conveying the necessary authority for the construction of the Bridge and the right of way for approaches, is given in detail in the Appendix. In the month of August last, a thorough exploration and examination of the whole course of the ravine, the connexion with the Village, the Bridge across the Little River, and the communication with the present line of the Canada Road, was made by the Surveyor General, assisted by Mr. Tomlinson, and the sites of the Bridges and location of the connecting Roads definitely settled.

Of the various designs and plans that had been proposed for the long span necessary for the main Bridge, the Commissioners decided that the method proposed by Mr. Tomlinson, was the most feasible and economical. Full copies of the Specification, with Bills of Materials, and Mr. Tomlinson's Contract, will be found in the Appendix, and a copy of the Plan is herewith laid before Your Excellency, to illustrate the details of construction.

It will be seen by reference to these documents, that the work proposed to be done comprises a Bridge over the Saint John River, 190 feet span, with approaches at both ends, the Road down Broadway, the Bridge over the Little River, 80 feet span, and approaches, the Road between the two Bridges, and another continuing the line to a junction with the present Canada Road. Arrangements were finally concluded with Mr. Tomlinson to complete the whole of the work for the sum of £5000; this sum being made up from detailed statements of the cost of every separate portion of the work, enabling the Commissioners to compare the prices with similar work performed under contract elsewhere.

Up to the present time the work done has been confined to the Little River Bridge; the masonry of the Bridge over the Saint John; the road work, which is well advanced; and the procuring of timber for the truss.

No. 5.—*Sackville Bridge.*

A contract was let on the 11th day of April, to Mr. Hugh Gallagher, of Sackville, in the County of Westmorland, for £4,500, for this Bridge, to be completed by the 1st of October. The general plan is for two abutments of 107 and 98 feet respectively, and two piers in the channel 12 feet wide at the top, supporting a lattice truss Bridge of a total length of 428 feet in three spans, the centre one being 140 feet and the others 120 feet.

The piers and abutments up to high water mark, are faced with square timber, fitted close, the corners dovetailed, and protected by birch planking and iron straps. From the level of high water neap tides, the piers and abutments are carried up with masonry, laid dry and filled solid with earth and stone. As this is the only part not constantly wet with salt water, the durability of these piers and abutments may be considered almost equivalent to rubble masonry. The lattice truss work over the spans contains an unusual amount of timber, and is of a stronger description than the old Bridge, and being covered from the weather ought to be durable and permanent for