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No. 10.—*From Belledune to Metis.—62 Miles.*

From Belledune to Dalhousie, 27 miles, a continuation of the preceding Road, and forming with it probably the best line in the Province, is in very good order. Forward to Campbellton it is a fair average Road, and requires but a small sum to keep it up, and from Campbellton towards the Upsalquitch, it is less travelled, and requires some extensive alterations to make it equal to the remainder. No new Bridges have been built the last year, and the one most immediately requiring attention is Eel River, the present structure having been reported for two or three years is now very much dilapidated. One or two other Bridges need repairs, and one may require raising in consequence of the erection of a Mill on the Stream immediately below it. The Bridge in question over Louson River is undoubtedly too low, and has at present a steep and difficult approach on both sides. It is 350 feet long, built on nine cedar blocks, and the erection of a dam below it not being contemplated at the time it was built, is unprovided with a ballast floor, or any means of counteracting the buoyancy of the cedar, when exposed to the additional head of water. In raising it, it will be easy to remedy this, and the expense will be comparatively trifling, whilst the present superstructure is all good, and could be replaced without materially interfering with the traffic.

During the last season a number of cedar logs were obtained for raising the Road at M'Neil's, and are now on the spot. This is an awkward pitch, and the worst place on the line; the labour necessary to complete it is estimated at £55. The outlay on this line of Road, and the preceding, will, in another year or two, cease to form any considerable amount, as the whole of the work executed for some time has been of an extremely durable character, and the Bridge work is fast approaching a close. If Eel River Bridge is finished the ensuing season, Jacquet River and one or two small ones will alone remain, not built of cedar, and substantial for years to come.

No. 11.—*From Newcastle to Bathurst.—50 Miles.*

From Bathurst to Tabusintac, 21 miles, the Road is in much the same state as last year, and two of the Bridges are in a precarious condition, one of which, over Little Bass River, it is recommended to rebuild the next year.

From Tabusintac to Newcastle a considerable portion of the Road has been turnpiked during the last season, and is now in a fair average state, but the Bridges need some slight repairs, and the one across Bartibog requires rebuilding, and arrangements have been made accordingly for its construction of more durable materials than the present Bridge, which is pine and hemlock exclusively.

The greater part of this Road runs through an unsettled district, and there is therefore no statute labour to depend upon; the travelling upon it is not heavy, and contracts let upon it are necessarily prosecuted under some disadvantage from the parties living at a distance.

No. 12.—*From Fredericton to Newcastle.—102 Miles.*

From Fredericton to Boiestown, about 39 miles, the Road is laid out for a considerable distance over a hilly and difficult country, and involving very heavy works of construction and maintenance, especially the portion skirting and in places almost overhanging the Nashwaak River. The Bridges on this section are in fair travelling condition; one of them over Porter Brook has been repaired during the year, and it is proposed next Spring to put an additional bent under it, which will probably be sufficient for two or three years.

Between Boiestown and Newcastle, the Road is very much cut up, and several of the Bridges are old and nearly worn out. During the year three new Bridges have been erected, all of durable materials. Of these the one at Underhill's Tavern is a very substantial affair, being one solid wharfing of cedar logs, 220 feet long and 25 feet high, with a sufficient water-way underneath. It is covered with 18 inches of gravel, and will probably stand good for forty years. The other two Bridges that have been renewed the last year, have had culverts and earthen embankments substituted for the old structures; the one in Ludlow Parish is of stone, and the second over Mullin's Brook, near Nelson, has a cedar water-way 4 feet square and 40 feet long, over which the embankment, 18 feet high, is carried on a level.

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