BRIDGES BUILT BY THE BOARD OF WORKS.

No. 1.—*Sullivan's Creek Bridge.*

This Bridge, or rather Culvert, has been nearly finished during the year; the putting up of the hand-rail having by arrangement with the Contractor been postponed till the action of another winter upon the embankment should have more thoroughly consolidated it. Meantime the travel is passing over it, the place of the hand-rail being temporarily supplied by a row of logs hauled for protection on each side. The hand-railing is on the ground, painted, and ready to be put down as soon as the settlement of the bank shall be determined, and the level of the grade restored. The slopes of the embankment have been neatly dressed off, and will soon grass themselves, and there does not appear to be any danger of slips or slides of the earthwork, either in the excavation or embankment. The heavy freshet of last Spring passed through the culvert with safety, and since then an additional footing of large granite has been built on the up-stream side of the earth-work, as a further protection against the rise of water, and to prevent any scouring or washing away by land floods or Spring freshets.

The breadth of the Road, both in cutting and embankment, is 26 feet. The slopes are 1½ horizontal to 1 perpendicular in the former, and 1½ to 1 on the bank, and the surface drainage is carried away clear of the new work altogether. The gradient is 1 foot rise in 17 on the south side, and 1 foot in 11 on the north side, the large embankment itself and the small cutting and raised work to connect with the old Road on the north side being level. The total height of the embankment from the floor of the culvert on the lower side is 75 feet; length of the culvert 220 feet, rise or grade in that distance nearly 10 feet, or a little over 1 foot in 20 for the descent of the water through the archway. Total length of deviation from the junction with the old Road at either end, nearly 1900 feet.

A small sum has been retained in hand, and is still due to the Contractor, and will be paid when the embankment is levelled off, and the hand-rail finished and complete.

No. 2.—*Hampton Ferry Bridge.*

The progress of the work at this Bridge from its commencement has been slow and tedious, occasioned by a number of causes, some of which were explained in the Report of the Chief Commissioner last year. During the past season the work has been prosecuted very nearly to completion, the piers in the stream, shore abutments, and truss work, have all been finished. The approach-embankments have been raised to their proper height, and made complete with the exceptions of a portion of rip-rapping and the hand-rail, and the whole work was sufficiently advanced in October last to admit of the Bridge being opened for the public use. This is the last of five large and important Bridges erected in the County of King's since the Autumn of 1854, the total cost of which is as follows, viz:—

Hammond River, ...	£7,500
Hampton Ferry, ...	3,250
Trout Creek, ...	650
Roache's, ...	350
Smith's Creek, ...	250
	£12,000

No. 3.—*Oromocto Bridge.*

The tenders for the erection of this Bridge were opened 8th June, and the work was let to Mr. Archibald M'Lean for £930, which includes £435 previously paid to Mr. Temple, the contractor for supplying the Timber. The piles were all driven by steam power, and wherever the nature of the ground required they were iron shod, and hooped before driving. The average depth to which they were driven in the clay on the north side was 14 feet, in the hard ground of the south side 9½ feet, the depth of each being carefully gauged, and an account filed in this Office. The superstructure is similar to Trout Creek Bridge, on the Road from Saint John to Nova Scotia, excepting that the iron work is generally stronger, and that tamarack knees have been introduced instead of diagonal braces. The