

Tabusintac Bridge, though not yet quite finished, is passable for teams, and the ferry there has ceased to be used since last October. Up to the date of last Report, 1100 feet of a solid block had been completed at the north side of the River, at a cost of £914 7 10, and a contract had been let for the timber required for the remainder of the Bridge. Since then the completion of the Bridge has been accomplished by Mr. Elliot, at a cost, including the timber, (£328 6 2) of £966 5 10, including also the Draw and a Bridge over a hollow at the south end of the main Bridge, and almost a part of it. The whole Bridge is 1600 feet long; the water-way, consisting of three spans of 70 feet each, a Draw of 14 feet, and a canoe opening on the flats of 20 feet. The piers in the channel are very substantial, being 60 feet by 30 feet at the bottom, and 45 feet by 22 feet at the top. The timber is large sized, sound, cut in the winter, and well ballasted. The truss and planking is pine, and the Bridge is expected to last, without material repairs, for twenty five years. The hand-railing still remains to be finished, and when this is done, the total cost of the Bridge will be about £2000.

Two small Bridges have for some time been in a dangerous state, and the undersigned recently authorized the Supervisor to let contracts for cedar for their erection next Spring. The price at which the two contracts to supply this have been taken amounts to £90, and the estimate to complete the Bridges next Summer is £70, making the total cost of the two £160.

The next important work on this Road is the deviation on the north side of Little Tracadie; the old Road is not only very circuitous, but from having been neglected for some time, in view of the completion of the direct line, it is now almost impassable. The new line has been laid out, and cleared all the way, by work under the Labour Act, and a number of poles have been cut and hauled to form a marsh floor over the wet ground.

*No. 8.—From Bathurst to Pokemouche.—51 Miles.*

The general state of this line of Road is inferior to most of the Roads in the northern Counties. The expenditure the past year has been principally in repairs to the Bridges, many of which are old and much worn. Contracts have been entered into for the delivery, during the present Winter, of cedar logs and timber for new structures over Sweeney's Brook and Ellis's Brook, which will cost, when completed, about £250. The Caraquet River still remains a Ferry. In 1855 a sum of £150, taken from the Special Grant for the County of Gloucester, was expended in procuring timber, which was rafted near the site of the contemplated Bridge. A second appropriation made for the same purpose was expected to have been expended during the last season, but the Contractors to supply the timber failed satisfactorily to fulfil their engagement, and at the same time some of the rafts supplied under the first contract were permitted to go adrift. There is however a considerable quantity of timber yet remaining, and it would be advisable to have it erected into an abutment on the eastern shore during the coming season, the estimated cost of completing which would be £500. This block would be a great accommodation to travellers, and render the Ferry available during low water.

*No. 9.—From Bathurst to Belledune.—23 Miles.*

This Road is in excellent order, and most of the Bridges are of durable materials, well built, and in good condition. Two of them require new covering during the next season, and the one over Bathurst Basin, half a mile long, and planked with hemlock the whole way, will require more or less repairing to keep it passable. This Bridge is not at all in good condition, and is an exception to the rest. It consists of forty eight blocks principally of pine and hemlock, some of which have been forced by the expansion of the ice as much as six feet out of the original line. In another year or two it will be necessary to reconstruct the whole, and it is therefore not advisable to expend more in repairs than is necessary for the safety of passengers. From its position in the middle of the Town of Bathurst, there is an immense amount of travelling continually across it, and when reconstructed it should be in such a way as to insure its permanency and stability, the action of the ice exerting an immense side-thrust on the southern side of the Bridge.