

We next come to the cost of transport, and on this subject I must trouble you with one other short extract from the opinions of Mr. Flachet. He had been discussing the propriety of maintaining the 4 ft. 8½ as the general gauge in France, when the amount of traffic would justify the extra cost, but when it would not, he says: "we must seek another solution to reduce the cost of transport, and if that solution becomes possible by the adoption of a gauge of 2 ft. 8 or 3 ft. 4, we must resign ourselves to it. It is probable that the best means of arriving some day or other at the ordinary gauge will be to commence by the narrow, which by diminishing the *cost of transport in the proportion of 4 to 1* will have developed the productive powers of the country." I have made this extract as it so exactly corresponds with the experiments made in England, where it was shown that upon one of the best lines in that country having a traffic greater than any other line in the world, a merchandise traffic, independent of coals and minerals, amounting to ten millions of tons per annum, that against each ton of paying weight transported, four tons of dead weight was moved, and taking an average of the English lines the dead weight was 6 or 7 tons, to one ton of paying weight. By the system of narrow gauge we absolutely annihilate this formidable disproportion between dead and paying weight, and arrive consequently at a reduction of the cost of transport in an exact proportion to the reduction of dead weight. On the line to which I have before referred, every goods waggon weighing itself 4 tons, and moving one mile, only carried one ton of merchandise or paying weight, and supposing that we carry but one ton of freight in every waggon weighing itself one ton but capable of carrying 3 tons, our saving will be in the proportion of 1 Ton of dead weight against one ton of paying, instead of 4 tons of dead weight against one ton of paying; the maintenance of the permanent way and repairs of rolling stock are all reduced in like proportion.

Economy in every shape is therefore the recommendation of the narrow gauge line, equal security up to 30 miles an hour, and with the further advantage of placing the means of railway communication within the reach of numbers of districts that could never afford to pay for a broad gauge road.

The cost of this line which will be 100½ miles from the quay at Phillipsburg to Doucett's Landing will be \$1,070,799 or \$10,680 per mile. This amount includes the purchase of land for the road and Stations, all earthworks, cuttings or