

Having now presented you with the foregoing brief statement of facts, setting forth not only the feasibility but importance of the proposed railway, I beg, in conclusion, to subjoin the following table of grades and estimate of costs:

TABLE OF GRADES.

	MILES.	CHS.
Level,	35	50
Nearly level, less than 5 feet per mile,.....	22	40
Under 10 feet,	40	10
From 10 feet to 15 feet per mile,.....	26	70
" 15 " 20 " "	12	00
" 20 " 25 " "	9	20
" 25 " 30 " "	7	50
From Detroit River to Simcoe,	154	00

ESTIMATE OF COST.

Right of Way, including Depot Grounds,	\$ 75,000 00
Fencing,	98,500 00
Clearing and Grubbing,	75,000 00
2,250,000 yards of Earth-Work, @ 15 cents,	337,500 00
Bridges, Culverts, Cattle-Guards and Road-Crossings,	175,000 00
Superstructure, including 6 miles of Side-Track,	1,280,000 00
Ballasting,	125,000 00
Station-Houses, Workshops and Machinery,	84,000 00
Add 10 ¢ cent. for Engineering and Contingencies,	225,000 00
Rolling Stock,	425,000 00
	\$2,900,000 00

The above estimate is sufficiently liberal to cover the entire cost of a first class railway, including rolling stock, to consist of twenty locomotives, twenty first class passenger cars, one hundred freight, and a sufficient number of platform, gravel, and hand cars. Add to this, say \$600,000 to build and equip the extension from Simcoe to Dunnville, and you will see that \$3,500,000 is the capital required.

Most respectfully,

Your obedient servant,

WILLIAM WALLACE, *Engineer.*

You will see by the map referred to, that if the Great Southern and Goderich lines were completed, that portion of the distance from Dunnville to Fort Erie would form a grand avenue to the mouth of the proposed tunnel, and thence to the depots of the New York and Boston lines in your city. That these lines will be completed may be looked upon as a fixed fact, as it is quite evident that the general prosperity of the country demands them.