

for the various roads ; but I fancy, from what little I know of several of them as actually built, that the existing width, at formation level, in embankments, will not exceed fifteen feet, if indeed it equal that figure.

“ The Grand Trunk, Great Western, and Northern roads for example. The Intercolonial, European and North American, Nova Scotia, and several other lines embraced in Mr. Light's table, were either built directly by the several Governments, or by very wealthy companies supported largely by Government aid. Many of them were originally provided with iron rails, and wooden bridges ; and even at that early date, with cheap labor and materials, cost very considerably more than our present line, with steel rails, iron bridges, and comparatively high labor ; depending also on but a moderate financial foundation for success.” * * * * *

After dwelling at some length upon the early history of his road, and the successive stages of its developement into a first class railway, “at the comparatively low cost of say \$32,560 cash, per mile.” Mr. Legge proceeds as follows :

“ Fixing therefore on fifteen feet for the width of embankments at sub-grade, for a gauge of 4 feet 8½ inches, a fair medium was adopted.

“ These embankments are, to a large extent, made up by carts and horses ; and become more compact than even the original ground itself. A reference to the accompanying sketch, or cross-section, will show a width of this solid embankment, at sub-grade exterior to each rail, of about five feet, having a similar compact character of embankment for supporting the exterior ballast.