

HALIFAX RAILWAY, AND PUBLIC WORKS IN CANADA.

19

RAILROADS in the State of MASSACHUSETTS.

Name of Road.	Length of Road in Miles.	Total Cost of Road and Equipment.	Cost per Mile.	Form of Rail, and lbs. per yard.	Miles of Single Rail.	Miles of Double Rail.	Dividend for 1847.	Cost per Mile of Single Track, Sterling.	Remarks.
		Dollars.	Dollars.	m. lbs.				£.	
Boston and Lowell . . .	26	1,956,719	75,258	H { 1½ 45 20 56 3¾ 63 }	None	26	8	7,830	
Boston and Maine . . .	73	3,021,172	41,385	{ H 6 m. 45 lbs. rest 45 to 60 }	68	5	9	8,069	
Boston and Providence . .	48	2,545,715	53,014	T 56 to 58	32½	15¾	7½	8,316	
Boston and Worcester . .	{ 44½ 14 }	4,113,609	70,318	T or H 60 to 64	14	44½	8	7,583	Including Branches.
Connecticut River . . .	{ 36 2 }	1,167,156	30,714	H 56 lbs.	38	None	7	6,399	Ditto.
Eastern	{ 38 20 }	2,937,206	50,641	H and Chair { 57 46 }	42	16	8	8,269	Ditto.
Fall River	42	1,070,988	25,499	H 52 to 56	42	None	..	5,312	
Fitchburgh	{ 49½ 2 }	2,406,723	46,732	T 56 lbs.	46¼	5¼	10	8,835	Ditto.
Lexington and W. Cambridge	6½	221,309	34,047	56 lbs.	6½	None	..	7,093	
Nashau and Lowell . . .	14¼	500,000	35,087	T 56 lbs.	1¼	13	10	3,822	
New Bedford and Taunton .	{ 20 1 }	483,882	23,042	56 lbs.	21	None	8	4,800	Ditto.
Norwich and Worcester . .	{ 59 7 }	2,187,249	33,140	T 56 lbs.	64¼	1¾	..	6,725	Ditto.
Old Colony	{ 37 7 }	1,636,632	37,196	H 56 lbs.	44	None	6½	7,749	Ditto.
Pittsfield and N. Adams . .	19	446,353	23,492	H 56 lbs.	19	None	..	4,894	
Western	118	6,982,233	59,171	56½ to 70	99	19	..	10,617	
Total	{ 683¾ 146½ }	31,675,946	..	. .	146½	..	..	7,950	Average for single Track per Mile.
Single Track . .	830								

This table comprises, with the exception of about 50 miles, upon which there occur some doubts as to what the account precisely embraces, the whole of the railroads at present completed in the State of Massachusetts. The table shows 683½ miles of railway, including branches, which have cost in their construction and equipment 31,675,946 dollars, or 6,599,155*l.* sterling.

There are 146 miles of double track. They have been taken at so much additional single track. A double track would not cost exactly twice that of a single one in its construction; but as these lines were made originally only with single tracks, and have been added to from time to time as circumstances would admit, it must have tended to increase the cost, and in calculating the average expense per mile, it is considered the result will not be much in error. The cost per mile it appears then has been 7950*l.* sterling.

There is no other State in the Union which presents equally good data for making an approximate estimate.

The climate and nature of the country bears also a strong resemblance to that through which the Halifax and Quebec line will pass, and in this respect the analogy of the two cases is extremely favourable.

The New York and Erie railroad, 450 miles in length, now in course of construction, will, it is supposed from the latest information, cost 6250*l.* per mile, exclusive of equipment.

The estimate for the Hudson River railroad from New York to Albany, now in progress, is for the single track 7440*l.* sterling per mile.

The estimate for the Montreal and Portland line is about 5080*l.* sterling per mile.

For the Great Western railroad in progress in Upper Canada, the estimate for that section of the line which would most resemble the Halifax and Quebec road, is 5638*l.* per mile.

On referring to the table, it will be seen that all the lines have either the H or T rail, generally 56 lbs. to the yard.

The price of railroad iron in the States is very much greater than in England, or what it can be procured for in the British provinces. It pays a very high duty on importation into the States.

On some of the lines upwards of 15*l.* per ton for rails have been paid. In England rails can now be bought for 8*l.* or 9*l.* per ton.

The advantage which the Halifax and Quebec line will possess over the lines in the table in the respect of iron alone may be estimated at 500*l.* per mile.

When these lines were constructed, also, the demand for labour was extremely great, and wages much higher than in the present day.

The average (of 7950*l.*) derived from the table may therefore very fairly be reduced by several hundred pounds.

The Halifax and Quebec line will have also many advantages which the American lines had not.

The land for the greater portion of the road will not have to be purchased. Timber and stone will be had nearly along the whole line for the labour of cutting and quarrying.

Judging then from the analogy afforded by similar, or nearly similar lines in the neighbouring States, giving due weight to the considerations which have a tendency to modify the cost in the