

which here falls about sixty feet. There will be some rocky points to be cut across about 220 miles, where the line leaves the valley of the Seguin River, and bends round to Mill Lake, and from this point to the terminus of Parry Sound, the ground is rough, and the line will be crooked, but the work will not be very heavy. I estimate this section, leaving out the bridges, at the modified rate for Contract No. 18, namely, \$25,000 per mile. There will be a small bridge near the 208th mile, which I estimate at \$9,000, and three bridges over the Seguin, which I estimate at \$30,500 each. The estimate of the total of the section of twenty miles is accordingly \$30,000 per mile.

The estimate of the whole work I therefore sum up as follows :—

Miles.		Miles.				
From	0	to	10	10 miles at \$ 9,100	\$ 91,000	
"	10	"	16	6 "	30,000	180,000
"	16	"	30	14 "	19,500	273,000
"	30	"	43	13 "	10,000	130,000
"	43	"	50	7 "	19,800	138,600
"	50	"	75	25 "	9,500	237,500
"	75	"	95	20 "	29,000	580,000
"	95	"	110	15 "	17,500	262,500
"	110	"	125	15 "	10,500	157,500
"	125	"	145	20 "	20,700	414,000
"	145	"	165	20 "	15,000	300,000
"	165	"	185	20 "	15,700	314,000
"	185	"	205	20 "	17,800	356,000
"	205	"	225	20 "	30,000	600,000
Total.....						\$4,034,100
Say for 225 miles at \$18,000 per mile.....						\$4,050,000

I believe that in all these estimates I have made very liberal allowances, and that an estimate based on quantities ascertained by careful instrumental survey would be considerably less than what I have given here. In all the bridges, except a very few of the smallest, I have allowed first-class masonry, iron superstructure, and a liberal sum for coffer dams, pumping and excavation.

To complete the estimate of the total cost of the railway, I assume a permanent way similar to that of the Intercolonial Railway, with steel rails weighing sixty pounds per lineal yard, and delivered at Carleton Place for sixty dollars per ton. I make an additional average allowance of \$400 per mile for the carriage of rails and fastenings from Carleton Place along the line. I also allow five per cent. of the whole length of railway for sidings, and I allow a high price, fifty cents per cubic yard for ballast, to insure its being a good quality, as I believe there is nothing more valuable in a permanent way than the best of ballast. My estimate for the permanent way is, therefore, \$9,500 per mile for 225 miles.

The rolling stock, I assume twelve engines for trains, two for jobbing, and four for reserve; also fifteen passenger and baggage cars, 200 box freight cars, and 100 platform cars, amounting in all, to \$2,100 per mile. And for stations, I assume two terminal stations at \$10,000 each, one way station at \$1,000 for each ten miles of railway, and one workshop at \$100,000, amounting in all, to \$625 per mile.

The gross estimate I accordingly make as follows :

Earthworks and masonry.....	\$18,000	per mile.
Permanent way.....	9,500	"
Rolling stock.....	2,100	"
Stations and workshop.....	625	"

Total..... \$30,225

Amounting to \$6,800,625 for the 225 miles; but to this sum has still to be added the cost of surveys and superintendence.