

Forward..... 4,240,000

STATIONS.

It is difficult to determine this figure, as in all probability but very few stations will be required. Halting places, for the supply of wood and water, with carpenter's and blacksmith's shop, will however be desirable at frequent intervals.

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| 4. | 2 principal stations, at each end of the line, with repairing shops, water tanks and engine sheds, offices, &c., at \$100,000 each | 200,000 |
| 5. | 8 intermediate stations of some importance, with repairing tools, water cranes and house for single engine, \$25,000 each..... | 200,000 |
| 6. | 40 halting places, answering for stations, watering places, with carpenter's blacksmith's shop, &c., at \$5000 each..... | 200,000 |
| 7. | 40 miles of siding at the various stations, including crossings, at \$4000 per mile..... | 160,000 |

ROLLING STOCK.

8. Although the traffic on this line, at the commencement, cannot be expected to be very great, still, from its length, and delays which always occur in loading and unloading in new countries, a considerable number of cheap goods waggons will be required.

20 locomotives would well work the line, besides 8 which would be kept at the intermediate stations.

Take the rolling stock at:

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|---------------------------------------|---------|
| 400 goods waggons, at \$300 each..... | 120,000 |
| 100 other cars, at \$500 each..... | 50,000 |
| 28 locomotives, at \$15,000 each..... | 420,000 |
| 9. Various expenditure | 410,000 |

\$6,000,000

I believe the above figure would be considerably reduced if the superiority of wood over iron in rising grades was made use of to its