

The disadvantages are that the first cost is somewhat greater, and they require heavier rails. The question is merely one of economy, and it has been settled by an experience of fifteen years in favor of heavy engines.

CONDUCTING OF THE WORK.

I would recommend that the work be divided into yearly sections. The first section may extend from Beddoes road to Sackville—fifteen and a half miles. It is estimated at forty-one thousand pounds for grading, and thirty-one thousand pounds for superstructure—making seventy-two thousand pounds in the whole. This will require for grading about one hundred and sixty-four thousand days' work of men and horses, and, allowing two hundred and seventy working days in a year, the number of men and horses required will be about six hundred—say five hundred and fifty men and fifty horses, or, which is equivalent, one hundred and sixty men throughout the year, and twelve hundred men for four months in winter. It will also require about one hundred and seventy men during the summer, to lay the superstructure. This section may be finished in November, 1850, and would be immediately used for bringing ship timber and various kinds of lumber and timber to Sackville, and would also be useful in the transportation of materials for the remainder of the road.

The next section might run from Beddoes Road to Newport Road, sixteen and a half miles. The estimate for grading is about sixty thousand pounds, to which add thirty-three thousand pounds for superstructure, gives ninety-three thousand pounds. The grading will require two hundred and fifty thousand days work, which, at the same proportion for their winter and summer labour will require two hundred and forty men throughout the year, and eighteen hundred men extra in the four winter month, with a proportionate number of horses—also, about one hundred and eighty men in the summer, for laying the superstructure, which would be completed in Autumn of 1851. This would let in ship timber and lumber from both sides of the Ardoise Hill, and probably lime, plaister, hay, and farm produce from Newport and Rawdon.

The third section may reach from Newport road to Windsor, and from Sackville to Halifax. The grading and bridging will come to about fifty thousand pounds, which at the same calculation as above, will require two hundred thousand days work of men and horses; but as this work will be in exposed situations, we may suppose it pretty evenly spread over the year. This section, including the superstructure, will require about eight hundred men and a proportionate number of horses. In the Spring of 1852 the part from Newport road to the St. Croix may be finished.

By following this course there would be six months for preliminaries and surveys, and three years for building the road. This is as short a time as the work can possibly be done

in without great injury to other interests, and most probably to that of stockholders themselves.

In the building of all the American Rail Roads which I have been able to get an account of a considerable time has been consumed.

For the Boston and Lowell Rail Road the Act of incorporation was passed in June, 1830. The construction commenced in 1831, and the Road was opened in the Spring of 1836, making altogether between five and six years. The length of the road twenty-five miles.

The Boston and Providence Rail Road received its charter in June, 1831, and the surveys were commenced in July of the same year. In December, 1832 the work was commenced. In June, 1834, twelve miles were opened, and in June, 1835, the road was opened throughout—making four years in the whole. The length of the road is forty-seven miles.

For the Boston and Worcester Rail Road, the first surveys were made in the summer of 1831. In April, 1833, the grading was going on in several places and nine miles opened; and the whole was opened about the end of 1835, being about four years and a half. The length of the road forty-four and a half miles.

The Western Rail Road is a continuation of the Boston and Worcester Rail Road to Albany, about one hundred and fifty-six miles. It was intended to draw a part of the trade of the West through Boston: had a loan of four millions of dollars from the State and one million from the corporation of Albany, and was besides pushed forward by the wealthy capitalists of Boston. There was therefore no want of funds. The Company for constructing this road was formed in 1835, in 1839 it had been carried to Connecticut river—about fifty-four miles—and it was finished in the Autumn of 1842, about seven years from the commencement of the surveys.

The Boston and Maine Railroad, seventy three miles, was eight years. The Eastern, forty-one miles, five years. And the Nashua and Lowell, fourteen miles, four years in building. The time required for constructing these roads shows that three years is the very least that ought to be applied in the construction of the Halifax and Windsor road. Indeed, it is probable that four or even five years will prove more in accordance with the supply of labour that can be spared from other avocations. By taking a considerable time in the construction of the road, it can be easily done by the means already existing in the country, and without abstracting the labour from other interests. There is a large body of labouring men out of employment from the middle of October to the middle of April each year. At the very least, one third of the men and horses in the agricultural districts, might, during three months, be employed on roads, without diminishing the ne-

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