

statement, however, I believe to be as near the present state of the case as it is possible to arrive at, viz. :

M. B. 1	to	30	=	30	miles, averages	1800	c. y. per mile,	=	54,000	c. yds.
"	30	"	50	=	20	"	"	1300	"	26,000
"	50	"	120	=	70	"	"	1900	"	133,000
"	120	"	170	=	50	"	"	1800	"	90,000
"	170	"	180	=	10	"	"	3000	"	30,000
"	180	"	215	=	35	"	"	1900	"	66,500
"	215	"	235	=	20	"	"	2300	"	46,000
"	235	"	264½	=	29½	"	"	1900	"	56,050
"	264½	"	267½	=	3	"	"	4000	"	(new line Duck H.),
"	267½	to	333	=	65½	"	"	2000	"	12,000
										131,000

Total quantity on whole line,..... 664,550 c. yds.  
Or about 1900 cubic yards per mile.

#### 5TH.—QUANTITY OF BALLAST PUT ON THIS YEAR.

In round numbers it is as follows:—

1st. Put on by Maintenance Contractors, .....	17,800	c. yds.
2nd. " by the Company,.....	35,200	"

Total,.....53,000 c. yds.

Or about 160 cubic yards per mile.

#### 6TH.—QUANTITY OF BALLAST STILL REQUIRED.

In order to put the road in a proper state of efficiency, and so avoid the great cost of renewals to iron, and the other expenses incidental to maintaining a road without a sufficiency of ballast, such as wear and tear of engines, and rolling stock generally, &c., I estimate that on an average about 1000 cubic yards per mile, at the very least, is still required, or 333,000 cubic yards between Montreal and Toronto; this with what is now on, will give a total of something like 1,000,000 c. yds., or about 3,000 c. yds. per mile, which surely cannot be considered out of the way when the great effects of the frost and cold of our Canadian winters are remembered. I do not mean to say that we cannot get on with a smaller quantity, or that it is either possible or desirable to put on all this in one season; what I mean is, that until such time as fully the above-mentioned quantity of ballast is put on, it cannot be said that the Central Division is fully ballasted.

I remain, Sir, Yours very truly,

R. P. COOKE.

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