

As regards our opinions of Narrow Gauge, we simply state that they cost less to construct and operate, and do as good work as the broad gauge.—*Secretary Monterey & Salinas Valley Railroad.*

After an experience of two years in operating a narrow gauge road, I do confidently believe it can be operated for two-thirds the cost of ordinary 4 feet 8½ inch gauge, all things considered.—*Superintendent Crown Point Railroad.*

For the purpose for which this road was intended, it is a success, and answers the purpose much better than any other gauge could, leaving all competition from neighboring standard gauge behind.—*Superintendent Cairo & St. Louis Railroad.*

I consider Narrow Gauge Railways adapted to all localities where grades exceed 100 feet per mile, and the formation of the country necessitates curves of greater degree than 12.—*Chief Engineer Colorado Central Railway.*

I consider the Narrow Gauge fully equal to all the requirements of all kinds of traffic, being cheaper to build, and cheaper and safer to operate than the standard gauge.—*President Mineral Range Railway.*

The gauge is 3 feet 6 inches, and is all that can be wished, so far as the gauge is concerned. Our traffic is now getting so heavy that we are laying down 56-pound rails, some of iron and some of steel.—*Chief Engineer Toronto, Grey & Bruce Railway.*

I would state that our road carries the freight between these two points with quite as much facility as the former 5-foot track. The Superintendent reports that he uses only ⅓ of the amount of fuel that was formerly used.—*Chief Engineer Chester and Lenoir Railway.*

The experience of this Company in every instance confirms their opinion of the efficiency of the Narrow Gauge system, and they think it fully proven that a three-foot-gauge is capable of doing all the business required of any ordinary road.—*Secretary Painesville & Youngstown Railway.*

I consider that our experiment fully demonstrates that for safety, comfort and traffic, the Narrow Gauge is the true system. The theory grew in favor with every one connected with the Company, or who observed its working and economical construction and maintenance.—*Superintendent North and South of Georgia Railway.*

So far as my experience with Narrow Gauge Railroads is concerned, I would say that I can see no reason why our road will not do as much work as any of the standard gauge local roads are now doing. Having had several years experience upon 5-foot gauge roads, I will say that for any road not having a heavy through business in connection with other standard roads, I would unhesitatingly recommend the three-foot gauge.—*Chief Engineer Galena & Southern Wisconsin Railway.*

After three years' trial we are convinced that any railroad business may be done on a Narrow Gauge Road, and can be done cheaper than on the gauge now common. The construction of the Narrow Gauge Road is much cheaper than the proportion between that and the common gauge would seem to indicate. The