	Dolls.	Cts.
" The present wood structure has cost the company . .	417,075	55
" The iron now laid thereon is the flat bar and will be useless, and therefore will be sold. It is hoped that there may be derived from the sale of it	80,000	00
" Leaving the sum of . . .	337,075	55

which has been expended for the cost of the wood structure, which, in addition to a large annual amount for repairs, will be practically worn out, sunk, and gone, when the new structure is laid and used. The new structure, it is supposed, will cost about the same as the former, towards which, it is hoped, the old iron will pay as above, 80,000 dollars, leaving the sum of about 300,000 dollars to be raised by the company on its credit.

" This will, when paid, reimburse the capital of the company for the equivalent amount, which has been appropriated to the worn out structure. In addition to the cost of the new structure, there will be required a considerable sum for new engines, cars, &c. The demand upon the company for the transportation of property at the close of the canal, has entirely exceeded its capacity to do this business. Property destined for sale in the eastern markets in large quantities, was stopped at most points upon the line of railroad contiguous to the canal. Being practically confined to the winter months in this branch of business, it cannot be expected that the company could provide a supply of cars for this sudden and extraordinary demand, when they must stand idle and go to waste during two-thirds of the year.

" When the road shall be relaid with the proposed iron rail, the public will require that the trains shall be run with increased speed. In relation to this subject, it is deemed proper to refer to the following suggestions contained in the report of this company made last year :—

" Very great embarrassment is experienced from the fact that cattle are allowed to run at large, and to impede and so often delay trains as at present. It is a serious matter, and unless more care shall be bestowed by the owners in restraining them, either at their own suggestion or in pursuance of some proper law to be passed, it will be found very difficult to make good time upon this line. A part of our business must be always done in the night, and it is then we experience the great hazard. The trains are frequently thrown off by them, and the danger to the persons in charge and to the passengers is imminent. The owners always insist upon pay for their animals destroyed, without reflecting upon the great damage that they cause to the property of the company, and the more fearful injury that might ensue to passengers. If the owners will not take care of them it is impossible to keep them off. In Massachusetts much less difficulty in this respect is experienced, for their, it is believed, a penalty is incurred by the owner of domestic animals that go upon the railroad. Our business is conducted with all possible care in this respect, and the enginemen suitably feel the risk of life or limb (which to them is almost as important) that they incur from the growing evil.

" A very proper law in this State has guarded the public and the company against direct wanton injury to the trains by individuals. It is submitted that negligence in allowing animals to run upon the railroads should be prevented by some suitable restraints."

Some of the inconveniencies arising from a cheap railway may be learnt from this report.

At this time the total amount spent upon its construction appears from the same report to have been 1,098,940 dollars, equivalent to 4520*l.* sterling per mile.

The new superstructure, it was supposed, would cost about the same as the former, viz., 417,075 dollars, or about 1640*l.* sterling additional, which will make the price of this railway when completed as intended, 5960*l.* per mile.

In other parts of the States where these trestle-bridge or skeleton railways have been made, instances have been known of the locomotive slipping down between the rails, which have warped outwards.

With a view, therefore, to ultimate economy, and to save inconvenience and interruption to the traffic when once established, it is most strongly recommended that the line whenever commenced shall be at once properly and efficiently made.

In determining the form of the road, it is necessary to bear in view that it will pass through a country everywhere liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

The railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about 80 feet per mile for 13 miles. Traverses a country subjected to the same sort of winter as the British North American Provinces.

The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

In 1843, a year remarkable for the great number of snow storms which occurred, there was 63 falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

To keep the roads clear, two descriptions of snow-ploughs are used, one for the double track and another for the single. In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.