

It must be recollected that 40s. is the very lowest price at which stone can be procured in the Upper Province, when it can be procured at all; and that 30s. for breaking is lower than it has generally cost.

In order to form a proper estimate of the advantages of plank roads over macadamized, it

should be remarked, that including lowering hills and bridges, the Hamilton and Yonge Street Roads have cost nearer £3000 per mile, —the Kingston and Napanee about £2000,—and the Brockville and St. Francis, the cheapest road yet made, about £1300 per mile.

The following is a calculation of the cost to the public of a Macadamized Road for a period of eight years, upon the most moderate scale on which such a road can be constructed in any part of Upper Canada west of Kingston.

		£	s.	d.	£	s.	d.
	Original cost of a mile as before stated.....	1555	0	0			
At the end of the	Cost of Repair.....	20	0	0			
1st year.....	One year's interest*.....	90	0	0			
					110	0	0
2d year.....	Cost of repair.....	20	0	0			
"	One year's interest.....	99	8	0			
					119	8	0
3d year.....	Cost of repair.....	15	0	0			
"	One year's interest.....	107	9	0			
					122	9	0
4th year.....	Cost of repair.....	15	0	0			
"	Interest.....	113	9	0			
					128	9	0
5th year.....	Cost of repair by lifting 1760 yards at 9d.....	66	0	0			
"	Interest.....	121	10	6			
					187	10	0
6th year.....	Cost of repair.....	20	0	0			
"	Interest.....	132	11	0			
					152	11	0
7th year.....	Cost of repair.....	20	0	0			
"	Interest.....	141	11	0			
					161	11	0
8th year.....	Repair by a coating of new material two inches, requiring 66 toises of stone at £3 10.....	231	0	0			
	Interest.....	151	12	0			
					382	12	0
	The entire cost of the road to the public at the end of eight years.....				2919	10	0

* Fractional parts of interest are not calculated.

Under the mode of management before described, it is assumed that the road will be as good as new at the end of this period.

PLANK ROADS.

The plank road between Toronto and Rouge is three inches thick and sixteen feet in breadth, laid cross ways, with longitudinal sleepers six inches by four, of pine timber.

The timber for this road was supplied, and the whole work done by contract, and cost the public £800 per mile.

The forming of a road through a settled country where the greater number of stumps have been removed or have decayed, may be estimated at about £100 per mile, but this supposes that the ditches have been tolerably well taken up and the water carried off.

It will be safer, however, to estimate for twenty miles together, including culverts, and the necessary improvement to the drains, £200 per mile.

It is believed that a plank road will last at the very shortest period eight years, and