

Cob-work in Coxcomb Lake,	4,000 0
Alteration of main road in various places,	600 0
Fencing,	3,380 0

SUPERSTRUCTURE.

Iron Rails, 88 tons, (55lb per yard) delivered in Halifax @ £13 15,	£1,210 0
600 est. iron chairs (15lb)	60 0
10,000 spikes, ½lb ea. 3d.	62 10
Freight of iron to the Road,	120 0
2,100 kyanized Sleepers of Spruce or Hemlock @ 1s. 3d.	131 5
Ballasting the Track @ 20s. per rod,	320 0
Laying, say,	56 5

For one mile 2,000 0
For 50 miles, including tumsouts,

Estimate for Road Furniture furnished by Mr. Chesbrough.

ENGINES AND CARS.

8 Locomotives @ £1,875,	£15,000
8 First Class Passenger Cars, @ £500	4,000
2 Second do. do. @ £312 10s.	625
48 Freight Cars @ £168 15s.	8,100
20 Gravel do. @ £66 15,	1,325
4 Snow ploughs, @ £125,	500
5 Hand Cars, with tools for road repairs @ £90,	450

DEPÔTS AND OTHER FIXTURES.

1 Passenger House at Halifax,	£ 750
1 Freight do. do.	1,250
1 Car do. do.	375
1 Engine do., including Repair shop and tools,	1,125
2 Wood Sheds, do.	125
1 Turn Table, do.	375
2 Trucks, do.	250

Same as above at Windsor, except Repair Shop,	
3 Passenger and Freight houses at way stations,	£1,500
3 Wood Sheds at do.	250
1 Tank and Boiler at Middle Station,	300
4 Small intermediate stations,	325

SUMMARY.	
Grading,	£147,930
Bridges, &c.	16,880
Superstructure,	100,000
Road Furniture,	40,250
Land Damages, suppose	5,000
Engineering, Management, and Contingencies	20,000

Total, £330,060

The above estimate is made upon the supposition of a rise of labourers' wages to the amount of nearly twenty per cent. Whether any such rise will take place, will depend much upon the manner in which the work shall be conducted. If the price of labour should remain as it is at present the estimate may be reduced on this account by about £30,000.

The Bridges are calculated to be of the best timber, kyanized and secured from the weather. They may be built equally strong in the common way for two thirds of the estimate, but would be more exposed to accidents from fire, and not half so durable. There is also an objection to frequent renewals on a railroad, on account of the interruption to the business.

The St. Croix and river Hobert Bridges are calculated for stone piers and abutments, with superstructures protected from the weather. They may be built with wooden abutments, and strong rough superstructures, for about two thirds of this estimate.

The Bridge and Road masonry may be omitted to the amount of one half the estimate, and wood substituted. The masonry may be built up before the decay of the wood—say within ten years. This would not interfere with the working of the road.

Several of the high embankments may have bridges or trestle work of timber substituted, and be filled with earth at leisure. The objection to this is the exposure to fire, and the inconvenience in case of an accident, which would render it necessary to take a car out of the train.

The amount of these savings would be :	
On the small bridges, &c.....	£1700
St. Croix and River Hebert } Bridges,	3000
Masonry	5000
Embankments	7300

4,250

3,625

£40,250

These reductions are to be considered merely as a temporary expedient to get the road in working condition under a temporary want of funds. On the earlier American roads the practice of making temporary work was carried to a great length, but it was found inconvenient, as well as expensive, in the end, and the more common feeling at present is, if possible, to make a permanent structure at the first.

The measurements upon which the estimate is founded are of course to be taken only as