

CONSTRUCTION OF LIGHT RAILWAYS.

The Canadian railways—

Ordinary labour, 4s. 2d. per day.

Only rails, fastenings, locomotives, portion of rolling stock, and a few fittings sent from England.

Average cost per mile, including land, and steel rails, £2,900.

The Government railways of Norway—

Rails and many other materials sent from England.

1st. Through easy country, per mile, £3,270.

2nd. Through heavy country, per mile, £4,660 to £5,352.

- 11th. The cost of working these lines is very much the same per train mile, or per ton, as on ordinary railways; but in consequence of the low speeds and light rolling loads, there is on these light railways a most important saving in wear and tear, both of permanent way and rolling stock.

Having given these few facts, which we think cannot fail to interest those who desire the spread of railway communication in countries yielding but a light traffic, we would simply repeat that the light system of construction which we advocate, and which we shall be happy to co-operate in extending as far as possible, is not limited to any particular gauge, but consists in adapting the construction to the necessary speed, and to the requirements of the traffic in each case, at the same time using the best materials and workmanship.

Our experience shows that through country of any ordinary character, where land is cheap and heavy bridges are not required, and where labour is obtainable at moderate rates, thoroughly efficient railways of the 3' 6" gauge can be completed, including everything, for £3,000 per mile.

CHARLES FOX AND SONS,
Civil Engineers,

22nd March, 1870.

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