

60 four-wheeled platform cars (\$225), \$13,500; 3 eight-wheeled box cars (\$800), \$2,400; 3 passenger cars (\$1,500), \$4,500; 10 gravel and rep. cars (\$200), \$2,000; 10 rubble cars (\$60), \$600; 4 hand cars (\$125), \$600; total \$16,400. To run two trains per day, of 100 tons each, leaving an extra locomotive for repairs, &c.: Cost for running one train of 100 tons the round trip—1 engineer, \$3; 1 fireman, \$1 50; 2 brakemen, (\$1), \$2; 4 cords 3't. wood (\$1 25), \$5; oil, \$1; total \$12 50. Running expenses per ton, 12½c. Cost of building a road on a fair route, timber at medium price, no large bridges, \$4,000 per mile. Rolling stock and incidentals, \$1,000. Say road complete with rolling stock, \$5,000 per mile. The above is a fair and I consider a safe estimate for the general run of the country and prices of timber in Canada. The highest grade on the Gosford line was fifty feet per mile against the load.

Mr. MOBERLY being called on, said he had not had time to look into this matter; but if the Committee would allow him to confer with Messrs. Hulbert and Foster respecting their schemes he would be better prepared to give his opinion. He supposed what was required was an estimate of the comparative cost of the iron and wooden railways above grade.

The CHAIRMAN said the object was to ascertain if it were practicable to lay wooden rails which would answer for the present, and in future should give way to iron rails.

Mr. MOBERLY said it would be desirable to grade the roads with the object in view of afterwards laying iron.

The CHAIRMAN said the grades could be lowered when the iron track was being laid.

Mr. MOBERLY believed the great objection to the wooden railway was the effect of the frost on the line. It would be no easy matter to repair it in spring. However, he would give his opinion on the subject after conferring with Mr. Hulbert and Mr. Foster.

Mr. FOSTER was next called on. He said there appeared to be a slight misapprehension respecting the number of iron bolts required in his rail. When the rails ran a straight line no iron bolts were used at all. The bolts were only used in joints at the curves. There was not a bit of iron anywhere except at the curves where the bolts were put to prevent the joints from spreading.

The Committee adjourned at 12.15 p.m. till Friday next.

HURON AND ONTARIO CANAL.

The Committee to investigate the practicability of constructing the Huron and Ontario Ship Canal met at Room 13, at 11 a.m. to-day, but adjourned till to-morrow for want of a quorum.

THE LAW OF EVIDENCE.

The Special Committee appointed to examine and report on the Bills to amend the Law of Evidence, introduced by Messrs. Blake and Clarke, met this morning, but adjourned for the want of a quorum.