

slips of earth and rock have taken place—portions of smaller embankments have become deranged. but from none of these causes, nor from any other has a single trip of any car on the road been lost. although from ten to fifteen trips per day, have been made on the entire line since it was opened for the travel and transportation, and not a single accident of any kind, has occurred in consequence of those derangements of the track.

A portion only of the stone track on the first division has been subjected to the action of the cars; but on the part so tried, the result is highly flattering both as to its "durability," and the decrease of resistance to the motive power, consequent upon its superior firmness and inflexibility, when compared with the wooden structure.

Respectfully,

(Signed) **JAMES P. STABLER,**  
Assistant Engineer.

**STATEMENT A.**

Cost of laying 12½ miles of rail way on sleepers, inclusive of iron rails and all other materials, at \$4002 06½ per mile, single track,	\$50,053 84
Ditto ditto 5 85-100 miles of ditto on stone blocks; at \$5,115 97 cts. per mile, ditto	29,826 12½
Ditto of horse path for 12½ miles, at \$228 73 cts. per mile,	2,859 23
Expended for alteration of the track laid for the flanges to run on the outside of the rails, so as to make the flanges run on the inside,	905 32
Ditto for reforming the horse path on ditto	851 09
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Total Expended for laying the rails, since March 1890, on the portions which have been finished,	\$83,875 06½
Estimated cost of stone track under contract on the 1st division, 6½ miles, at \$6000 per mile, inclusive of all materials as above,	39,000 00
Ditto of laying 1st track of ditto on the 2d division 18 miles, at \$500 per mile,	75,000 00
Ditto of laying 2d track on ditto a \$6000 per mile,	72,000 00
Ditto of laying 1st track of ditto on the 3d division at \$6,500 per mile for 17 miles,	110,500 00
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Total probable cost of work "under contract," on account of laying rails, inclusive of materials,	\$296,500 00