

The miles of Railroad finished in New York, it is believed, do not exceed 750.

The whole number of miles in the United States is stated at 6,421 $\frac{1}{2}$, of which nearly one-sixth part is in Massachusetts.

The extent of Railroad finished in England, at the end of the year 1848, and in operation, was 4 120 miles, constructed at a cost of £131,000,000 sterling, or \$628,000,000.

The average cost per mile is about \$142,000.

These roads are thoroughly built, generally with two or more tracks.

There is no road in this country which cost the average of the English lines, excepting, perhaps, the Reading Railroad in Pennsylvania.

The traffic on the English roads, in 1848, amounted to £10,092,000, or more than \$47,000,000.

The net returns were about 4 $\frac{1}{2}$ per cent. on the outlay.

The expense of working the English Roads is less than fifty per cent. of the gross earnings.

The expense of working the Massachusetts roads is a fraction over fifty-four per cent.

The committee have taken thirteen roads, (upon whose returns reliance can be placed, and none of which commenced operations within the year,) and averaged the dividends upon the cost of the roads.

	Cost.	Dividends.
Berkshire.....	\$600,000 00	\$42,000 00
Boston and Lowell.....	1,800,000 00	144,000 00
Boston and Maine.....	3,249,804 52	252,798 50
Boston and Providence.....	2,893,300 00	175,349 00
Boston and Worcester.....	4,245,175 00	325,500 00
Connecticut River.....	1,234,970 00	69,960 00
Eastern.....	2,655,700 00	239,628 00
Fall River.....	1,050,000 00	68,250 00
Fitchburg.....	2,735,910 00	201,029 50
Nashua and Lowell.....	525,000 00	50,000 00
New Bedford and Taunton...	400,000 00	24,000 00
Old Colony.....	1,601,415 00	91,362 50
Stoughton Branch.....	85,400 00	4,270 00
Taunton Branch.....	250,000 00	20,000 00
Western.....	5,150,000 00	366,000 00
	<hr/> \$28,476,674 52	<hr/> \$2,074,147 50

Mean rate per cent. upon money paid in, 7.283. The above is an approximation to correctness, though not entirely accurate. The Western Road, for instance, paid 8 per cent.; by the table, it is less. The discrepancy is caused by the fact, that new stock has been created the present year, and has been expended in construction, thus adding both to capital and cost of road during the year, while one of the semi-annual dividends was declared upon the last year's capital. The dividends are declared upon the capital paid in, and not always upon the cost, and this will show a difference between the table and the actual dividend, in cases where the cost of road varies from the amount of capital paid in. It should be added, that, in all statements relative to the Western Railroad, the dividends are reckoned upon its chartered capital which