

Camden and Amboy net revenue 1833.....£ 45,250

Do do 1839..... 106,750

£ 61,500 increase in 6 years.

Columbia and Philadelphia net revenue 1835 £ 57,338

Do do 1810 112,317

£ 54,979 increase in 5 years.

Utica and Schenectady Rail-road 78 miles long, with flat bar rail

cost 1836.....£492,000

The gross receipts in the first 5½ years after it was opened were.£504,994

The net revenue for the same time was.....£327,321

Utica and Syracuse Rail-road 53 miles long with flat bar rail cost

1839.....£228,597

The gross receipts in the first 7 years after it was opened were..£312,203

The net revenue for the same time was.....£134,424

Camden and Amboy Rail-road 98½ miles long, (including bran-

ches) with H rail cost.....£805,000

The gross receipts of this road from 1833 to 1841 inclusive, 8

years were.....£1,510,699

The net revenue for the same time was.....£786,964

NOTE C.

Increase of Passengers by the establishment of Rail-ways.

"From Baron Charles Dupin's Report on the Paris and Orleans Rail-way :

"Experience has proved both in France and abroad, that in a short space of time the facility, expedition and economy afforded by Rail-ways more than doubles the number of passengers and the quantity of merchandize."

"In order to support such statements we will quote the following facts relative to the Rail-ways of Belgium, England and Scotland, in positions of extreme difference and giving rise to a variation in the returns which far exceeded all anticipation."

Comparison of the number of travellers conveyed daily throughout the whole or a portion of the line :

Rail-ways.	No. of Passengers before the establishment.	No. of Passengers after the establishment.
Manchester and Liverpool.....	400.....	1,620
Stockton and Darlington.....	130.....	630