

[mileage of the New York Central, as will be seen from the statement below, is 1,170,940 miles. It will be observed in this table that the highest rates are paid on second rate sections. The old stage route was the longest, and the highest rates are continued on it—by a process known to Congress as “constructive mileage.”]

| Sections. | Length in miles. | Am't rec'd per mile annually. | Trips per week. | Annual payment. | Annual mileage. | Cost per mile run. in cents. |
|---|------------------------|-------------------------------------|-----------------------|--------------------|--------------------|------------------------------------|
| Albany to Buffalo..... } | 218 | \$200 | 25 | \$43,600.00 | 566,800 | 7.69 |
| | 80 | 100 | 25 | 8,000.00 | 208,000 | 3.84 |
| Troy to Schenectady..... | 22 | 75 | 12 | 1,650.00 | 27,456 | 6.00 |
| Syracuse to Rochester, via Auburn..... | 104 | 200 | 12 | 20,800.00 | 129,792 | 16.02 |
| Canandaigua to N. Falls } | 50 | 62.89 | 12 | 6,100.00 | 91,628 | 6.65 |
| | 47 | | 6 | | | |
| Rochester to Niagara Falls. | 76 | 150 | 12 | 11,400.00 | 94,848 | 12.02 |
| Batavia to Attica..... | 11 | 50 | 6 | 550.00 | 6,864 | 8.01 |
| Buffalo to Lockport..... | 22 | 50 | 12 | 1,100.00 | 27,456 | 4.01 |
| “ to Lewiston..... | 29 | 50 | 6 | 1,450.00 | 18,096 | 8.01 |
| | 659 | | | \$94,650.00 | 1,170,940 | 8.08 |

In addition to the mileage run, the bulk of the mails, and the speed at which they are carried, are elements of comparison. We have no statistics of the weight or bulk of the mails carried on the Grand Trunk. The English mails carried by special train do not disturb the general average, as they have been paid for at very profitable rates, varying from 30cts. to \$2.00 per mile. But we believe neither the bulk nor the weight of our ordinary mails has reached the capacity afforded by the one-third of the car devoted to Post Office purposes. The westward mail on the New York Central averages $5\frac{1}{2}$ tons, and the eastward one $3\frac{1}{4}$ tons, daily. This amount of mail matter could only be disposed of by frequent trains, and as a matter of fact, it is nearly equally distributed between the four trains which run each way daily, three of which are express trains at 30 miles the hour including stops—the other at 21 miles. On the Grand Trunk we have no express trains proper—but one passenger train at 20 miles, and one mixed one at $12\frac{1}{2}$ miles the hour, on the principal sections; and one mixed one only at the two extremes of the road.

Mr. Brydges states \$100 per mile to be the lowest rate fixed by Congress in the classification of the railways,—though he adds that he believes “a few small branch lines have been paid at rather less than \$100 per mile.” We have already seen that by the act of 1845, Congress fixed \$50 per mile as the maximum rate of the lowest class; and there are 127 routes