

The deduction drawn in this paragraph is not ingenuously put. It should have been stated that the *mileage* is also calculated *on all engines*, whether in passenger or freight service, and there surely was sufficient of the railway element in the composition of the commission to have leavened the whole body with the knowledge that passenger engines make a much larger number of miles in the course of a year than freight engines do ; and, therefore, that where averages are struck on all classes of engines, indiscriminately, the result must be to show most favorably for that road which runs most passenger trains. Hence it is, joined to its great extent of double line, and its highly favorable gradients, that the New York Central Railway, the great thoroughfare of the continent, presents so much higher an average of engine mileage than the Pennsylvania, the Grand Trunk, or any other of the roads instanced or that might be instanced.

A word now about the yearly MILEAGE OF LOADED CARS.

The Report shews the Canadian Line to be very far indeed behind the New York, and the Pennsylvania roads in the amount of effective service obtained from freight cars; and true it is we are so—far enough behind in all conscience to have rendered it needless to call in wrong figures to widen the distance. Yet, here, as in the case of engine mileage, the Commissioners start from the post on false *data*.

The tabular statement so often already referred to assumes the number of freight cars worked by the Grand Trunk *throughout* the year ending 30th June, 1860, to have been 2610, just the number we had when the year *closed*. A statement prepared by our superintendent of machinery, shewing what our car stock actually was at the beginning, middle and end of that year is to be found in App. XIV., page 103, of the Report, and is sufficiently explanatory to have kept the Commissioners right on this point had they bestowed even a passing glance on the figures which they publish, and which speak thus :