

These classes embrace 232 routes, having a total length of 13,195 miles, and an annual mileage of 11,609,170, which costs \$998,730.

In the reports published in connection with the Grand Trunk Postal Subsidy discussion, much stress has been laid on the price paid the New York Central for mail transportation; and there is a good deal of discrepancy in the statements made by such high authorities as the Government Commissioners of inquiry, in 1861—our Postmaster-General and Mr. Brydges, in 1862. The former made the average rate of the whole amount received for 1860, \$172.24 per mile of road. The Hon. Mr. Foley states it correctly, as far as it goes, at \$51,600, for 298 miles of railway—a fraction over \$173 per mile per annum. Mr. Brydges says the Company receives an aggregate of \$91,550, which is at the rate of \$307 21c. per mile. It is true, he says, that for “a portion of the distance they have a duplicate line; but these double lines do not average twelve miles apart; they accommodate the same district of country—and for all practical purposes, the amount paid is for a line of 298 miles in length.”

The New York Central receives now \$94,650 per annum, for a length of railway (including one leased line) of 659 miles of main line and branches, or an annual average rate of \$143 50c. per mile of road. There are on this road 243 miles of double track; and the payment, therefore—though for a line of country 298 miles between its termini at Buffalo and Albany—is really for a line of single track of over 900 miles in length—about \$105 per mile of single track. The length of sidings, in addition to the double track, is 120 miles, which brings up the total length of track to 1,023 miles—a greater length than that possessed by the Grand Trunk in Canada. This Company has also more locomotives and cars than are on the whole Grand Trunk, both in Canada and the United States.

If the Grand Trunk were in the United States, the portion between Quebec and Toronto would receive \$100 per mile, and all the rest \$50. This would give \$68,500 per annum, for which side service would be required. We pay the Company \$60,000, besides \$18,000 to other parties, for the side service.

The cost of side service on Grand Trunk (\$20 per mile) must be added to the \$70; and at \$90 per mile per annum, the mail mileage rate for this road would be $8\frac{2}{7}$ cents, as compared with the $8\frac{1}{7}$ cents on the N. Y. Central. The Central, carrying vastly more of mail matter, receives a less rate per mile run.

The real question, however, for comparison, is the service performed by the two roads respectively. Mr. Watkins, at the meeting held in London last August, stated the Grand Trunk weekly mileage of mail trains in Canada, to be 17,000 miles—or 884,000 miles per annum. The