These statements run up to 1st January, 1884. Since then the tariff rates have been continuously decreasing, as is shown by the following return for the year ending 31st December, 1884:—

Name of Company.	Length of Line.	Operations.		Cost per ton per mile.
			$	Cts.
Cleveland, Columbus, Cincinatti & Indianapolis R'y	391 miles.	Rec.	3,600,346	
		Exp.	2,756,749	
		Profit.	843,597	0·633
Pennsylvania and New York Canal and Railway		Rec.	2,151,338	
		Exp.	1,541,794	
		Profit.	609,544	0·86
Northern Central Railway	323 miles.	Rec.	5 528,876	
		Exp.	3,468,394	
		Profit.	2,053,483	0·825
Chicago, St. Louis and Pittsburg Railway	636 miles.	Rec.	4,396,840	
		Exp.	3,602,213	
		Profit.	794,627	0·6
New York, Lake Erie and Western Railway	1,900 miles	Rec.	21,637,435	
		Exp.	16,358,077	
		Profit.	5,279,358	0·685
Lake Shore and Michigan				0·652
Michigan Central				0·646
New York, Chicago and St. Louis (Nickel Plate)	523 miles.	Rec.	3,207,591	
		Exp.	2,389,234	
		Profit.	818,357	0·476
Pennsylvania Railway:				
Main line	1,470 miles			0·740
Philadelphia and Erie	287 "	Rec.	48,566,917	0·576
Lines east of Pittsburg and Erie	2,201 "	Exp.	30,527,016	0·804
New Jersey and branches	443 "	Profit.	18,039,901	1·365

These tariff rates have yielded profits, as shown by the net earnings above mentioned. The fact that the New York, Chicago and St. Louis Railway has, during the past few weeks, passed into the hands of a receiver, is not an argument against the lowering of the rates, but it merely demonstrates the necessity of not increasing the cost of construction of a road. That road is responsible for $70,000,000, or $132,000 per mile. The Pennsylvania Railway Company shows, by the following return, taken from their report, that their rates are remunerative:—