

ACTUAL RAIL RATES, SEASONS OF 1889 AND 1890.

The lowest summer rate from Chicago to New York was 20 cents per 100 pounds on grain, flour, etc., or \$4.00 per ton, $4\frac{1}{10}$ mills per ton per mile via shortest line.

About $\frac{1}{10}$ of the freight East and West comes under classes 4, 5 and 6.

At 25 cents per 100 pounds Chicago to New York (the regular schedule rate), or \$5.00 per ton, the rate per ton per mile is $5\frac{1}{10}$ mills. The mean of these two rates is almost exactly one half cent. per ton per mile.

The summer rate from Buffalo to New York is 11 cents per 100 pounds, or \$2.20 per ton = $5\frac{1}{10}$ mills per ton per mile.

The regular rate on grain from Buffalo to New York is 13 cents per 100 pounds, or \$2.60 per ton = $6\frac{1}{10}$ mills per ton per mile.

CHICAGO TO BOSTON.

The summer rate on grain is 25 cents per 100 pounds, or \$5.00 per ton = 5 mills per ton per mile. The winter and all year rate is 30 cents per 100 pounds = \$6.00 per ton, or 6 mills per ton per mile.

The average rates from Chicago to Montreal are the same as from Chicago to New York, which would make a higher rate per ton per mile than is given above from Chicago to New York.

Taking rates per ton per mile from Chicago to New York and applying on roads from Chicago to Montreal will give the following:—

Chicago to Montreal, summer rate.....	\$3.68 per ton.
Regular rate.....	\$4.58 " "

Taking same rates from Chicago to Montreal as rule to New York, we have:—

Chicago to Montreal, summer rate, about $4\frac{1}{10}$ mills per ton per mile ($4\frac{7}{10}$ mills), and regular rate equals almost 6 mills per ton per mile.

It is safe to assume that the rates from Chicago to Montreal on export freight will never be much, if any, lower than those to New York.

Inasmuch as the ocean voyage from Montreal to Liverpool is only 190 miles shorter than from New York, the difference in rates could not be more than 10 cents per ton.

From the above it is safe to assume $\frac{1}{2}$ cent per ton per mile for the railroad rate over all lines. Assuming this as the rail rate, and the following rates over different portions of the water route and over