and the rails are of a heavy pattern, and of a form which is now most approved, viz: the hour-glass shape, and made to reverse. The bridges are all of stone or iron, and have been constructed apparently with an eye to the interest of posterity. The arrangements for discharging the coal are as perfect as the most fastidious mechanic could desire. An admirable dock has been constructed at Middleborough, and the coal is placed on board of the vessels at ten distinct drops or staiths. There are generally three tracks leading down to each drop, though I believe that in one or two instances there are more. There are, accordingly, thirty distinct tracks at the Middleborough end of the line, where the trains stand while the coal is discharged. The whole line is provided with a double track and ample turn outs, and every convenience that can be needed for reducing the charge of agents and avoiding accidents.

The locomotives are plain and cheap, and the cars are both light and substantial. The cars carry twice their proper weight of coal, and weigh, with their loads, but four tons, or one ton on each wheel. The cost of cars on springs is about £19; those without springs cost £14.

The coal cars now most approved are of wood, with wrought iron frames. The average nett load is now about 160 tons. The speed is limited by express injunction to six miles per hour, though it is difficult to enforce the regulation strictly.

With these advantages, and a large and well organized trade, they think they are able to work cheaper than any other railway in England,* and they certainly do carry on their vast operations with remarkable economy.

The lowest charges on this road are for "seaborne coals," which are carried an average distance of twenty-four miles. To state the charges on each ton, so that they can be understood, we have to make the following calculation: The rates on this class are:

For "road dues" on 24 miles, at $\frac{1}{2}d.$ - - -	12$d.$
For use of wharves - - - - -	1
For shipping - - - - - -	1
For crossing bridge over Tees - - -	1
For passing through the tunnel - - -	9
For locomotive power, 24 miles, at $\frac{1}{8}d.$ - -	3
For use of cars, 24 miles, at $1\frac{3}{5}d.$ - - -	$4\frac{1}{2}$
Total charge on one ton, carried 24 miles -	$31\frac{1}{2}$

Which is equivalent to $2\frac{5}{8}$ cents per ton per mile.

It is not to be assumed that any of these charges, excepting that for the use of cars, are proportioned to the value of the items on which they are levied. To understand the rates, you are to look at the whole charge on a ton; the arrangement of the items, or

* The Clarence Railway Company, the immediate competitor of the Stockton and Darlington, and which carried more than 400,000 tons of coal per annum, has just failed.