

the distribution under the several heads, is governed by certain considerations of policy, and are permitted by the peculiarities of an old charter. For instance, they formerly charged $\frac{1}{4}d.$ per ton per mile for locomotive power, on coals of every description. By reducing that item on "sea sales coals" to $\frac{1}{8}d.$, and adding $3d.$ to the charge for passing through the tunnel, (which was formerly $6d.$), they are enabled to tax the coal that passes through their tunnel and afterward over the Clarence road $3d.$ more than they could under the former arrangement. This is the lowest rail road tariff I have met with in any part of Great Britain.

On the "land sales coals" they charge as follows :

For "road dues," say 27 miles, at $1\frac{3}{8}d.$	-	-	-	27 $\frac{1}{2}d.$
For passing tunnel	-	-	-	9
For locomotive power, 20 miles, at $\frac{1}{4}d.$	-	-	-	5
For use cars, 20 miles, at $\frac{3}{8}d.$	-	-	-	3 $\frac{3}{4}$
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Aggregate for 20 miles	-	-	-	45 $\frac{1}{4}$

Which is equal to about $4\frac{1}{2}$ cents per ton per mile. The charge on other portions of the "land sales coals" is more than five cents per ton per mile.

The aggregate charges on miscellaneous freights range between 6 and 9 cents per ton per mile.

The fares for passengers are: first class $2d.$, second class, $1\frac{1}{2}d.$, and third class $1d.$ per mile.

The road is by no means entirely sustained by its coal trade, though the great bulk of its tonnage consists of that article.

The average traffic of this work for the last few years may be stated as follows :

"Land sales coals,"	-	-	-	300,000 tons.
"Sea sales coals,"	-	-	-	470,000 tons.
Miscellaneous freights;	-	-	-	40,000 tons.
Passengers,	-	-	-	325,000 persons.

This, I believe, is the heaviest business that has ever yet been performed by any railroad in any country.

As might reasonably be anticipated, this vast traffic has been very trying to the road. The rails first laid down weighed but twenty-eight pounds per yard. The next pattern was a little heavier, and weighed thirty-two pounds. This was not found to be adequate to the duty, and was, in course of time, superseded by a new pattern, which weighed forty pounds per yard. Experience decided against this also; and, as it began to give way, a fifty pound bar was put in its place. Some few of the fifty pound rails are still on the road; but they were not found to be equal to the service required, and were superseded, as they gradually wore out, by a sixty pound pattern. There are many of these sixty pound rails still in use, but the greater portion of the road is now supplied with the "double parallel" pattern, weighing seventy-three pounds per yard.

The destruction of rails since the first opening of the road I could