

The average Engine performance may here be given :—

SPECIFICATION.	1861.	1862.
Miles to one hour in steam, - - - - -	7·84	7·84
Cars to one mile run, - - - - -	5·08	4·65
Cubic feet of Wood one mile run, - - - - -	2·45	2·25
Pints Oil to one mile run, - - - - -	·0664	·0549
Pounds Waste to one mile run, - - - - -	·0142	·0128
Cubic feet per Hundred Tons per mile, - - - - -	4·1125	3·9862
Pints Oil per Hundred Tons per mile, - - - - -	·0111	·0096
Pounds Waste per Hundred tons per mile, - - - - -	·0023	·0022

In arriving at the tonnage moved, an average of thirteen passengers, with their luggage has been taken to weigh one ton of 2000 lbs., being one passenger more than the number generally elsewhere estimated for this purpose.

The weight carried in the Mail and Express Car has been put down at 1000 lbs. for each of these cars, in the trains daily, and the material transported by the Gravel Engine, at the low estimate of 600 tons, one mile per day, for the time the Engines were so employed.

Statement may be esteemed correct, and as applied to the mileage, expenses and of Locomotives, exhibits a very satisfactory result, as does the cost, per mile of the Cars, for their packing and repairs, and per 100 tons per mile moved by the Engines, which is as follows :—

SPECIFICATION.	Per mile run of Cars.		Per 100 tons per mile moved by Engines.	
	1861.	1862.	1861.	1862.
Oil and Waste for Packing, - - - - -	·1067	·1162	·9072	·9542
Repairs, - - - - -	·625	·5121	5·3133	4·202
Both, - - - - -	·7317	·6283	6·2205	5·1562

The comparative averages of each Engineer, shewing the Cars to one mile, and Wood, Oil and Waste, consumed per 100 miles run by the Locomotives driven by them respectively, have been printed and circulated monthly. Much good has been produced, and very material savings effected, by the adoption of this course.