

magnitude to demand attention, and the time is not far distant when it will materially affect the tariff rates at which the traffic can be worked, as is already found to be the case in the New England States.

Any contrivance in discovery, therefore, which tends to reduce the consumption of Fuel in the creation of motive power, is of peculiar importance to the public as well as to Railway proprietors.

The following Table shewing the cost of Fuel in relation to the working expenses and earnings of twelve Roads in the United States and of two in Canada for the year 1855, has been calculated with a view to exhibiting the importance of fuel in Railway Economy.

NAME OF ROAD.	TRAIN MILEAGE IN 1855.	GROSS EARNINGS PER TRAIN MILE IN \$.	COST OF WORKING PER CENT OF GROSS EARNINGS.	COST OF FUEL PER CENT OF GROSS EARNINGS.	COST OF FUEL PER CENT OF WORKING EXPENSES.
Boston and Lowell .....	295,517	\$ 1,660	64	15.8	24.7
Boston and Maine .....	583,016	1,650	49	12.0	24.5
Boston and Providence .....	316,238	1,766	62	19.0	32.0
Boston and Worcester .....	541,528	1,861	54	15.0	27.4
Boston and Fitchburg .....	451,944	1,572	59	11.7	20.0
Old Colony and Fall River .....	408,107	1,501	53	14.0	26.3
Providence and Worcester .....	196,188	1,588	53	15.3	25.3
Western .....	1,021,163	1,830	60	13.0	21.4
Hudson River .....	929,748	2,011	60	12.6	20.8
New York Central .....	3,554,574	782	49	9.0	18.8
New York and Erie .....	3,181,878	3	45	8.0	17.5
Northern (Ogdensburg) .....	320,316	1,625	67	4.2	6.2
Ontario, Simcoe and Huron .....	251,417	1,358	67	0.1	13.0
Great Western* .....	503,781	1,962	51	8.0	13.8

\* This is only for the first six months of the year, the last return not being published.

These roads embrace a length of 2,180 miles, and the train mileage for the period covered by the returns amounts to 12,750,000 miles,