

The percentage of which would be :—

	1861.	1862.
Weight of Freight,	27.89	30.25
Weight of Cars,	72.61	69.75
	100 00	100.00

Assuming that a Freight car will weigh 15,000 lbs., or $7\frac{1}{2}$ tons, and is permitted to carry freight to the extent of 9 tons of 2,000 lbs. each, the maximum percentage would be 54.54 weight of car, and 45.46 its load; but if run empty one way, it would then reach 62.5 the car, against 37.5 weight of freight.

It will thus be seen that although there has been a decrease in the dead weight, and of course corresponding increase in the average load of 2.86 per cent., the former is still more, and the latter less by 7.5 per cent. than it should be supposing the cars to be loaded but one way. I may say that this is altogether owing to the uncertain character of the traffic.

Freight, of the description usually carried in Covered Cars, sometimes predominates Eastward, and upon other occasions Westward, whilst lumber, cordwood and such other goods as are conveyed on Platform Cars, are for the most part, transported Westward. In almost all cases involving the return of empty cars. Then again, it very frequently happens, that Cars have to be forwarded partially laden, and it is necessary to place empty Freight Cars in the Trains, when there are none partly loaded, but oftener in any case, for the reception and delivery of goods at Flag and other Way Stations, the business of which demands more or less accommodation.

The cause, therefore, of the small proportion of Freight to the dead weight, thus far is, I think, apparent. The increase depends greatly upon additional business, which would be almost sure to follow further facilities for its transaction.

The inward and outward business, and the expenses attending the same at each Station, with the proportion which each bears to the whole, may be seen on reference to the following Table :—