

The Engine should be finished under steam by the first of December next. This would give but bare time to make the necessary adjustments so essential in all Pumping Engines before putting them into actual service.

In respect to the cost of the Engine, to the best of my judgment the contractors have made nothing by their contract for the present Engine, assuming their price to have been remunerative under ordinary time being allowed them to do the work. The new Engine, except in the item of two boilers in place of four, will be rather more expensive than the present one, as the framing will be much heavier, and there will be a heater and some additional connections. Deducting the price of the two boilers and their appurtenances, say \$2,500, I think the cost of the new Engine may be set down at the price of the old one, namely, \$33,500, allowing the \$2,500 to cover the increased power of the Engines, for which the contractors claim a bonus of \$10,000.

Yours respectfully,

S. RISLEY.

#### MONTREAL PUMPING ENGINE.

Double Cylinder Beam Engine, the Steam Cylinders placed at each end of the Beam, directly over the Pumps.

Diameter of Low Pressure Cylinder	-	-	-	-	44 inches
Stroke of Piston	"	"	-	-	6 ft.
Diameter of High Pressure Cylinder	-	-	-	-	26 inches
Stroke of Piston	"	"	-	-	6 ft.
Revolutions of Engine	-	-	-	-	per minute
Height of column	-	-	-	-	185 ft.
March, 1869—131 hours pumping, quantity					19,455,115 gallons
Imperial gallons per 24 hours	-				3,747,504 "
Consumption of fuel	"	-	-	-	133,000 pounds
Do per 24 hours	-	-	-	-	24,464 "
April—100 hours pumping, quantity	-	-	-	-	15,426,073 gallons
Imperial gallon per 24 hours	-	-	-	-	3,702,000 "
Consumption of fuel	"	-	-	-	32,300 pounds