springs, by which any accumulation of pressure of steam beyond 8-10ths of an atmosphere, above the maximum working pressure, was effectually prevented. In practice, this had been found to offer an effectual protection against accidents arising from carelessness, or daring, and the system was now adopted for all the engines on the railway.

CAPTAIN W. S. MOORSOM would have been glad to hear some farther information, as to the details of the 'Wien-Raab' engine; for it would appear, from the slight particulars given, that there had not been much decided advance, in that branch of engineering construction, during the last fifteen years. It appeared, that the engine in question drew about three times its own weight, upon an incline of 1 in 40, at a speed of twelve miles an hour; not more than had been accomplished by a 'Bogie' engine, in this country, fifteen years ago.

It was not desirable to discuss this question, in the absence of those who would be able to correct his views, if they were erroneous; but it appeared to him, that the 'Wien-Raab' was not so well adapted to the purpose to which it was applied, as some of the engines which were formerly, and in fact, were still in use in this country. The engine was made for a special purpose, and was produced by an invitation to all the world, to bring forward something very good. It did not appear necessary to put an engine of 34 tons weight upon eight wheels, in order to obtain such a result, as taking 110 tons up an incline of 1 in 40 and round curves, stated to be of a radius of 600 feet. He would very often be glad to get such a radius, which, in his experience, he considered a very respectable one.

It was very desirable to obtain a description of this class of engines, and of the incline-planes upon which they were employed, and he ventured to suggest to the Council, that some Member of the Institution might be found willing to undertake the subject.