

A correspondent wishes to know the address of the British-American Dredging Company. Any of our readers knowing of such a firm will oblige by dropping a card to our Toronto office.

The first free marine postal delivery has completed its first season on a New Hampshire lake. The mail is taken on a steamer constructed for the purpose and delivered at the summer cottages along the shore.

A Kentucky inventor has provided a novel means of securing the rapid turning of stern wheel river steamers. He sets a second wheel at right angles to the propeller, between the stern and the paddle wheel, which being turned in either direction causes the stern of the boat to move as required.

The Richelieu & Ontario Navigation Company has purchased a fine steamer, the Virginia, and will place her on the Saguenay route next summer. She was built at Baltimore, and has been running on the Potomac. She is a sidewheeler. Her speed exceeds that of either the Kingston or Toronto.

The Bannockburn, of the Montreal Transportation Co., which disappeared recently in Lake Superior, will be replaced next season by another large steel grain freighter, similar to the Bannockburn or Rosemount. Mr. Cuttle, manager of the company, has gone to Scotland to arrange for the new vessel.

Pintsch gas-lighted bell buoys have been successfully tested, off Chicago and other points on the Great Lakes. A fixed or flash light is shown, and the gas passing to the burner from the body of the buoy, which forms the receiver, is led through a mechanical device, which rings the bell. The sound intervals may be predetermined. In the old-fashioned bell buoy, the ringing of the bell depended on the movement of the water, and as it is generally calm during a fog, the bell did not sound when it was most needed. There are two methods of filling the buoys with gas, by taking them at intervals to a Pintsch gas-making plant, or by equipping a boat with compressors and holders, which being filled at the works is pumped by the compressor into the buoys. The buoys hold enough to last for a year.

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## Railway Matters.

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The Reid Co. has built a handsome new station at St. John's, Nfld.

Tests of cattle guards are being made at Ottawa. About 70 have been submitted.

The C.P.R. is experiencing much difficulty with their locomotives in the west on account of the bad quality of the water.

J. Smith, of the C.A.R., and Mr. Ogilvie, of the mechanical department of the same company, are said to have netted \$25,000 from a new car-coupling device.

From the large number of railway bills of which notice has been given, the coming session of the Dominion Parliament bids fair to be known as the railway session.

C. E. Perry, C.E., of Montreal, with a party, has gone to Norway House, to make a survey of the country, where the proposed trans-continental railways will pass.

Tests for two years on the Pennsylvania Railway show that nickel steel rails, though they cost nearly three times as much as standard steel rails, are more than three times as durable. They are to be laid by the Pennsylvania road on its sharp curves through the Alleghany Mountains.

In consequence of the numerous accidents, arising largely from the failure of operators, it is probable the Grand Trunk will appoint an inspector of telegraphs, who will have supervision of the whole telegraph system. If operators are found to be physically or mentally unfit for their work, they will be relieved temporarily or permanently.

Mexico is to have a transcontinental railway.

Rhodes, Curry & Co., of Amherst, N.S., have a large number of orders for cars from different railways.

The preliminary survey of the new railway from Brockville to Ottawa has been completed.

A new and well equipped roundhouse, to hold 18 engines, has been built for the I.C.R. at Sydney.

The Newfoundland Railway has been tied up by snow-drifts, the fall having been the heaviest in that colony for years.

A charter is being asked for a railway to connect Quebec with the mouth of French River, there to connect with lake carriers. The distance is 465 miles.

A railway is projected from Winnipeg to Seven Islands, on the north shore of the St. Lawrence below Quebec, where there is said to be a good harbor.

Twenty-two miles of the Chateaugay Railway was changed from narrow to broad gauge in 24 hours on Dec. 28; 600 Italians were engaged to assist the section men.

Operations on the Cape Breton Railway are to be suspended till the spring. The track is now laid to within a few miles of St. Peters, and most of it is ballasted.

Mackenzie and Mann, proprietors of the Canadian Northern Railway, have placed an order for nineteen new locomotives with the Canadian Locomotive Company, Kingston.

A man named Foster has recovered \$1,999 from the C.P.R. for loss of his right eye in their shops at Montreal. He was working inside a boiler when the steel drift pin broke off and penetrated the eye.

In a lecture on the compound locomotive, delivered in Montreal by Thomas McHattie, master mechanic of the Grand Trunk, he showed the advantages of the compound locomotive over what is known as the mogul in the saving of coal by using the steam twice. Another advantage was their hauling capacity, as they are capable of hauling more than double the number of cars of the old style mogul.

The Brockville, Westport & Sault Ste. Marie Railway was sold by order of the Court, at Brockville, on Jan. 20. It was started at \$150,000, and the second bid raised it to \$160,000, at which it was knocked down to Chas. F. Hohn, representing a New York syndicate, which it is understood had secured the claim of the Knickerbocker Trust Co., at whose instance it was sold. The road is running from Brockville to Westport, some 44 miles, and it is the intention of the purchasers to extend it and make it a trunk line. With that object they are seeking incorporation as the Brockville and Western Railway Co. Several creditors who hold judgments against the road threaten to take action to enforce their claims.

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### GIGANTIC MEXICAN POWER PROJECT.

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A company, composed of Canadian financiers, has secured from the Mexican Government a valuable franchise and will develop electric power for the city of Mexico at a vast outlay, the capital of the company being \$12,000,000, of which \$7,500,000 is already subscribed. The company includes James Ross, who is the most largely interested, having become responsible for a million dollars; J. H. Plummer, assistant manager of the Canadian Bank of Commerce; F. S. Pearson, Hon. George A. Drummond, vice-president, and E. S. Clouston, general manager of the Bank of Montreal; F. L. Wanklyn, manager of the Montreal Street Railway; E. R. Wood, manager of the Central Canada Loan & Savings Company, Toronto; Sir William Van Horne, chairman of the board of directors of the Canadian Pacific Railway, and president of the Cuban Railway; Hon. G. A. Cox, president of the Canadian Bank of Commerce, and William Mackenzie, of Mackenzie & Mann. Mr. Ross is to be president, Mr. Plummer vice-president, and Mr. Pearson consulting engineer. The latter is credited with being the originator