

ortant on American railways. Freight ave been cut down to the lowest figure, uctions have brought an expansion in the of traffic, owing to local business depres- d crop failures. This has naturally had ct of turning the attention of experts to ation of small leakages, which, despite the economies in the systems, have been o exist. The result has been the discovery ven upon some of the best managed actices have been permitted to continue have resulted in a loss to the e, apparently small in itself in individual ut large when taken in the aggregate, culate from year's end to year's end. It ed out, for instance, that in the loading and trams, and the handling of them he lines, there is room for improvement. gine power should be so arranged that omotive moving over the road should be ; a train and such train should as far as ditions permit, consist of loading cars There are cases on record where by the watchfulness and scrutiny of the opera- of individual enginemen the work d from the coal used has been ed 50 per cent and the revenue has mproved to at least the same

Then it is found that the ent way, one of the most important that go to make up the physical part of a system, cannot be properly maintained uniform and correct rules for its main- are provided, by which the employees of partment are governed. Such rules exist, is asserted that many foremen are un- r with them, and others disobey them. requently leads to money being wasted. sibility of saving in this and other direc- s to have impressed itself on the minds d many railway people, who have lately and discussed the question.

Board of Engineers, appointed in January examine and report upon the best designs ns for a bridge across the Hudson River, York, have forwarded their report to the ment. There is to be no pier in the river, obstacles to navigation. A high suspen- idge with a span not less than 3,200 feet the only one recommended by the Board. ridge, they think, could be built, with a k railroad for 23,000,000 dolrs. There are who think that 100,000,000 dolrs will be the mark.

Belfast and Northern Counties Railway ay have decided to form a Transatlantic g depot at Magilligan Point, near London- The scheme, the cost of which is put 000, includes, the construction of a pier illigan Point, the laying of a line of rails e pier to the Northern Counties system at gan, the building of a large hotel, the of an emigrants' reception depot at gan Point, and the placing of a ferry between Magilligan and Inishowen. The course, is to afford further facilities for adian mail and passenger service.

lock extension at Devonport by the Go- nt is to be hurried on. It was at first in- that the work, which will involve a sum of 000, should be spread over ten years, but o pressure brought on the Government it ow been decided that the work shall be ted in a much less period. Admiral Sir ck Richards, First Sea Lord; Rear- d Sir John Fisher, Controller of the Navy; Evan McGregor, visited Devonport last nd devoted much attention to the pre- ns that are being made for the extension Saturday Messrs Harland and Wolff, , launched the screw steamer Marino, has a gross tonnage of about 3,700. She

the last to accuse another of mendacity.

Take another instance. If anyone refers back to Mr Gibson's letter of the 6th inst, he will find a discription of the method he employed to reduce the water in butter made from "sleepy" cream to 16 per cent. Sleepy cream is usually regarded as a misfortune in the dairy, and a very adverse circumstance indeed. After minutely describing how it was done, Mr Gibson in his letter says that he "did not show that under adverse c- r- cumstances it is possible to reduce the water in butter to 16 per cent. Mr Gibson's statement that the Somerset House Chemists have never fixed a limit of 16 per cent, is not correct. Mr Baninster told the select committee on adultera- tion that Somerset House had informed the Irish authorities that 16 per cent was the highest amount of water allowed in bu ter (Food and Sanitation, July 14, 1894).

If section 18 of the Food and Drugs Act does not prescribe the form of the certificate of analysis, perhaps Mr Gibson will tell us what it does prescribe.

Yours faithfully,

Q. E. D.

Nov 17th, '94.

[This correspondence must now close—Ed. L.C.]

#### DROWNING ACCIDENT.

Mr M J DeCoursey (Coroner) and a jury, with Mr Richard Devane, as foreman, held an inquest yesterday at twelve o'clock, in Mr Gilligan's public-house, Ellen- street, on the body of a little boy named Denis Ryan, who was drowned in the Canal on Sunday afternoon, between four and five o'clock.

Head-constable Feeney watched the case on behalf of the Crown.

William Ryan, father of the deceased, deposed that he last saw his son Denis alive about eleven o'clock on Sunday morning, the next time he saw him was between four and five o'clock; he was then in Barrington's Hospital and was dead.

It appeared from the evidence of a man named John Money that he was walking along the bank opposite the Canal Stores; he saw a little boy in the water at the other side; there were two men walking along the bank, and the witness shouted to them that there was some one in the Canal; the younger of the two men ran to the boy's assistance, and went into the water up to his waist and tried to reach him with his stick, but the boy appeared to have lost consciousness, and sank before he could get him out.

Michael Dunphy, bargeman, deposed to recover- ing the body out of the Canal about 4 o'clock and bringing it to Barrington's Hospital, where he left it in charge of the hall-porter.

In answer to the coroner, witness stated that he was sure d ceased was dead when he brought him out of the water. The place where the boy was drowned was only four feet from the bank, and the depth of the water was only about two feet; if a person who knew the depth of the water had been on the scene the boy could easily have been rescued.

After the coroner had summoned up the jury returned a verdict that the deceased met his death by accidental drowning.

#### THE GREAT SOUTHERN AN WESTERN RAILWAY EMPLOYEES AND THE DIRECTORS.

##### A GRAVE OUTLOOK.

On Sunday afternoon a meeting of Great Southern and Western Railway men was held in the Trades Hall, Capel-street, Dublin, under the presidency of Mr Field, M.P., to consider the reply of the directors to their memorial. Reso- lutions were passed calling on the directors to concede the demands of the men or refer the

The polling for Forfarshire day, the candidates being t Conservative, and Mr H Robt

M Desbord, the engine courageously distinguished h di-astrous collision at Apilly, a Knight of the Legion of Ho

Lord and Lady Connemar land to pass the winter at Pa Kildare, which place they 1 months from the Earl of Ma

Dr McCosh, for nineteen ye College of New Jersey, at P o'clock on Friday night at th 83. He was born in Ayrshire.

It has now been definitel marriage of the Czar with Pri will be solemnised on Novemb sary of the birth of the Czarin

A telegram from Marsell Rhone is running three metr usual level, and that great dat all along its course from Taras sea.

The American liner New Yo York on Sunday after a storm encountered heavy head gal quence of tremendous seas whic shipped, had to slow down for

A St Petersburg corresponde Czar's friendship for the Princ coming more conspicuous d observed by all classes of soci that the Prince of Wales is th par excellence of the present mo

Mr Kenelm E Digby, at county courts, Derbyshire, he by the Home Secretary to su Lushington as per-manent U State for the Home Departmen take up the appointment at the new year.

On Saturday the Queen view Windsor bridge. In the afte Princess Henry of Battenberg High-street, Windsor, and after the Castle. The floods in the stated to be the worst that since 1823.

In the Chamber of Deputies day the Minister of Finance wa the French Three per Cents in per Cents without augmenting debt, but M Poincare replied t moment such a change could n below par, which would be ign

Specimens have been receiv savant, Professor Schlagdenl of a strange tree called the bre from the French settlement river. These trees, which b called the Irvingias, yield a called cay-cay, which resembles grain from which bread is analysis of the substances, as fessor, it appears that the gra cent of fatty matter, and prod nourishing character.

Joan of Arc had a brother t left descendants, and the fam this day. The death is anno Renaudeau d'Arc, who is belie descendant of Pierre. For m been, appropriately enough l at Rouan, where the Maid was if a stranger may presume habitants spend most of their