

westward are two similar indentations of the coast, known respectively as Salina Cruz and Salina del Marques.

Of the streams watering the northern slope of the Isthmus, the most important by far is the Coatzacoalcos, by reason both of the comparatively large extent of country, for the drainage of which it is the outlet, and also as furnishing the natural channel through which the projected communication between the two oceans may, in part, be effected. The river takes its rise in the unexplored part of the Sierra to the east of Santa Maria Chimalapa. About thirteen miles above this village, the Chimalapilla falls into the Coatzacoalcos on its right bank. This was the highest point explored by the commission; but the Indians ascend it on rafts thirty or forty miles further beyond.

From Chimalapilla, the Coatzacoalcos receives a large number of tributaries, among the most important of which are the Coachapa and Aspinapa, on the east, and the Jaltepec and Tierra Nueva on the west. The Aspinapa is a large and important river, and is navigable for some distance for large ships.

From the mouth of the Jaltepec to the mouth of the Coatzacoalcos, the latter has a gentle and pretty uninterrupted current. For a very considerable distance it is navigable for large vessels. We copy the following account of the river, from Mina-titlan to its mouth, a distance of about 20 miles.

The banks of the river below Mina-titlan are very low and frequently flooded. The mouth of the Coatzacoalcos, the geographical position of which has been given, is 115 miles west from the river Grijalva or Tobasco, and 110 miles from Vera Cruz. Its width is about 1500 feet, and its depth varies in different places. A transversal section of the river, over the bar, shows it to be slightly swelled in the middle and hollowed out towards the two banks of the river; the hollow on the right forming the eastern, and the other the western pass. The greatest depth of the latter is close to the bank on which the fort is built. This pass is a straight channel, of easy entrance, and always the same, by reason of the nature of the material composing the bar. It has a width of 350 feet and a depth of 13 feet, which, however, is diminished to 12½ in the month of May. The tides are not strong on the Mexican coast; but in case of heavy northerly winds, the waters of the river are backed up, giving a sensible increase of depth on the bar. The eastern channel is about 100 feet in width, and its depth varies from 11 to 12 feet.

As soon as the bar is crossed, and the ascent of the river commences, it widens and deepens, and at 7 miles from the Gulf the lead shows a depth of 40 feet, which is preserved for some distance. The least depth in the channel below Mina-titlan is 12 feet, and this may be carried nearly to the island of Tacamichapa. The superior advantages offered by this stream as a safe and convenient harbor for ships, early attracted the attention of the Spanish conquerors. Cortes, in his official dispatches to the Emperor Charles V., speaks of the importance of this river, as furnishing the best harbor to be found on the Gulf coast of Mexico. In giving the results of a survey of the river, made by his order, he says: "They found two fathoms and a half of water at its entrance, in the shallowest part, and ascending twelve leagues, the least they found was five or six fathoms."

These soundings were made in the year 1520, and give about the same depth over the bar at the mouth of the river which we now find. This is an important fact, as proving that the material of which the bar is formed does not change its position, and giving promise that any work for deepening the channel at this point will afford permanent results.

Massachusetts.

Amherst Railroad.—The Amherst Express states that the railroad from that place to Palmer is progressing rapidly. There are now over two hundred laborers employed upon it. The directors held a meeting at Palmer on Monday, at which it was decided to make the second assessment of \$5, pay-

able on the 10th of April, and the third, of \$10 per share, on the 10th of May next.

Bridging the St. Lawrence.

We understand that an application is to be made to the Canadian Parliament by the Montreal and New York railroad company for leave to build a bridge across the river St. Lawrence, connecting the north with the south shore, above the Lachine Rapids, and below the village of Lachine, and Caughnawaga, with power to acquire the lands necessary to connect the bridge with the Montreal and New York railroad.

Tennessee.

Nashville and Chattanooga Railroad.—The Chattanooga Advertiser learns from Mr. Grant, Chief Engineer on the Nashville and Chattanooga railroad, that the track laying is proceeding at the rate of a mile and a half per week on the western division. He is confident in the opinion that the road will be open for through travel by November next—connection being made at the river by steam boat.

Virginia and Tennessee Railroad.

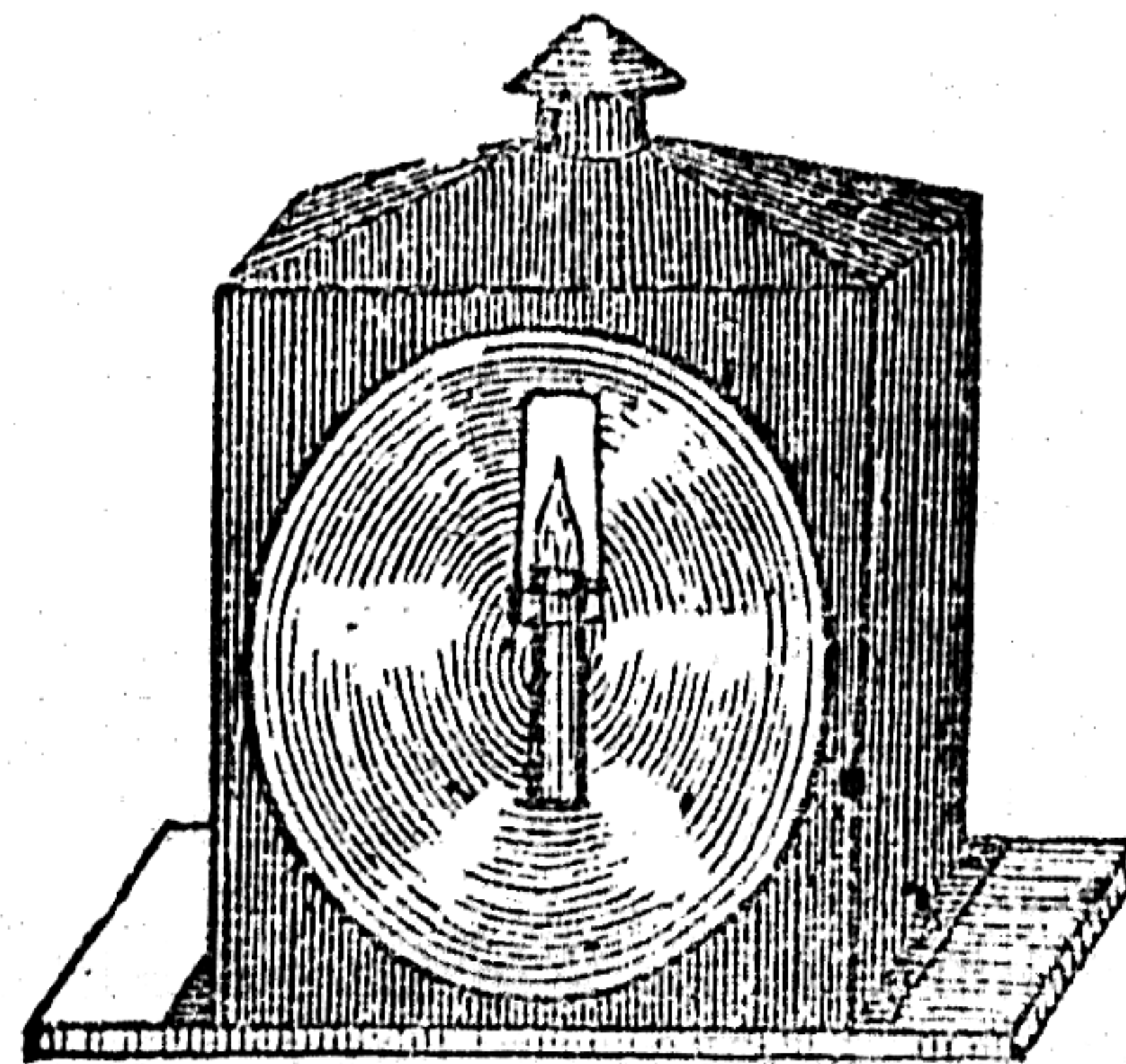
The railroad from Lynchburg to Liberty, a distance of 25 miles, was formally opened Tuesday last. We have no space to speak of the event, further than to say, that it was an occasion of much rejoicing with the citizens of both places. Several hundred persons, among whom were some (not all) of the loveliest ladies of our town, accompanied the cars on their first trip through.—*Virginian.*

Baltimore and Ohio Railroad.

The Baltimore City Council have passed a resolution authorizing a sale of a portion of the dividend stock of the Baltimore and Ohio railroad owned by the city. This resolution provides that three thousand and forty-eight shares shall be sold at a rate not less than \$70 per share; the fund arising therefrom to be applied to the payment of the interest on the internal improvement debt of the city.

Measuring Tapes

OF the best quality for Surveyors and Engineers, manufactured by **EDDY & WELLS,** 6m*15 No. 7 Platt st., New York.



Olcott & Brother,

INVENTORS and Manufacturers of the celebrated Locomotive Lamps, to whom was awarded the FIRST premiums by the American Institute, and also at the State Fair held at Rochester, N. Y., in 1851. These Lamps are in general use throughout the United States. We are now prepared to furnish Lamps of every description used on Railroads, and a better article than any other establishment in the United States.

A. R. GILLMORE, Agent, 35 Canal st., New York.

OLCOTT & BROTHER, Rochester, N. Y.

Railroad Iron.

1000 TONS of an approved T pattern, 59 lbs. per lineal yard, ready for delivery. Also, 1500 tons to arrive in March and April next. Apply to

DAVIS, BROOKS & CO., 28 Beaver street.

January 31, 1852, 1m

Notice to Contractors.



HEMPFIELD RAILROAD.

PROPOSALS will be received from the 19th to the 26th of April, at the office of the Engineers, in Wheeling, for the grading of twelve or more sections of the Hempfield Railroad, including a tunnel 1500 feet in length, through Brady's Hill, east of Washington, and other heavy work between Wheeling and Washington.

Profiles and specifications, with approximate estimates of quantities, will be supplied at the office.

T. M. T. McKENNAN, President.

CHARLES, ELLET, Jr., Engineer.

Washington, Penn., March 23, 1852.

T Y R E S

FOR LOCOMOTIVES,

MADE from the celebrated LOWMOOR IRON, bent, welded and blocked to a true circle, can be imported through the Subscriber, sole Agent for the United States and Canadas.

These tyres are now running on our principal roads in this country, and are sent from the Company's Works with ONE WELD, at a cost equal to that heretofore charged for those made from two short bars.—The superior quality of these tyres gives them a preference, and they now stand without a rival.

Orders executed for any quantities, with promptness and despatch. WM. BAILEY LANG,

No. 9 Liberty Square, Boston.

To Railroad Contractors.

OFFICE ILLINOIS CENTRAL R. R. }
New York, March 15, 1852. }

SEALED PROPOSALS will be received at the Office of the Chief Engineer, in the city of Chicago, Illinois, for the Grading, Masonry, Bridging and Superstructure, or either of them, with or without materials, on the following Divisions of the Illinois Central Railroad, to wit:

- First Division, from Cairo to Big Muddy River.....60 miles.
- Second " " Big Muddy River to Township No. 1, north of the base line of the 3d principal meridian...53 "
- Sixth " " Bloomington to the Illinois River....60 "
- Eighth " " from Freeport to Du-buque.....67 "
- Ninth " " Chicago to Kankakee river.....55 "
- Tenth " " Kankakee river to Urbana.....70 "

The proposals must be for the entire length of each Division and will be received at the Office in Chicago, as follows:

For the ninth and tenth Divisions, until April 15th, 1852, at noon.

For the sixth Division, until April 22d, 1852, at noon.

For the eighth Division, until April 29th, 1852, at noon.

For the first and second divisions, until May 27th, 1852, at noon.

Profiles, Plans and approximate Estimates of quantities will be ready for inspection, and blank forms for proposals and statements of the mode and terms of payment will be furnished at the office, over the New York and New Haven railroad passenger station, No. 33 Canal Street, New York city, and at the office of the Chief Engineer in Chicago, Illinois, on and after March 25th, 1852. The same, so far as relates to the first and second Divisions, may also be found at Jonesboro', Union Co., Illinois—to the sixth division at Lasalle, Lasalle County, Illinois—and to the eighth Division, at Freeport, Stephenson County, Illinois.

Separate proposals will also be received at Chicago, until the 27th of May, for furnishing Ties, Plank, Bridge Timber and Piles, for the whole or any part of the road.

Specifications may be obtained on and after the 1st of April, 1852, by application at the office of the Chief Engineer, in Chicago.

Satisfactory references will in all cases be required.

R. B. MASON,

Engineer in Chief Illinois Central R. R.