

private trips, and thus obtained a wide knowledge, not only of the geography of the country, but of the railway connections of this great system of railways—for the Grand Trunk is not one road, but an aggregation of roads developed by enterprise or acquired by the administrative ability of its executive heads, and is now to this country what the muscular system is to the human frame. Mr. Lanning has gained his present position after 26 years of service, not so much by what is called genius, but by the qualities mentioned above—patience, intelligence, industry, perseverance and faithfulness. Mr. Lanning is one of the most modest and unassuming of men, and it must have been a source of gratification to him to read



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the many kind things that have been said of him by railway people and the press—such compliments often coming from people whom perhaps he had never met but once, but on whom his courtesy and absence of humbleness had left a kindly impression. The *Montreal Star* said of Mr. Lanning: "It is quite safe to say that next to the general manager and traffic manager, no officer of the company has, during that period, had a more intimate knowledge of the policy of the board and management than Mr. Lanning." The *Empire's* Montreal correspondent had this to say: "Mr. Lanning, who, as private secretary to the general manager, has become as much of a Grand Trunk institution as Bonaventure depot itself, is now called upon to preside over the department vacated by Mr. Percy, and there is not a man on the line from Portland to Chicago who will not rejoice at Mr. Lanning's well-merited advancement. In all the time of his service he has been as faithful to his employers as he was obliging to the public." The *Shareholder*, speaking of Mr. Percy and Mr. Lanning, said: "We think the Grand Trunk has made the best possible selections, and in following the plan of promotion it affords scope to other employees to fit themselves for higher positions than they now occupy. The action of the Grand Trunk will meet the hearty approval of the people." The *Trade Review* remarked that Mr. Lanning "had a friend in every officer of the company, and in every one with whom his duties bring him in contact." Among the compliments paid him by the American railway and financial press, we make this extract from the *New York Journal of Finance*: "During this time he has filled many positions of responsibility and trust to the entire satisfaction of the management, and his close application to duty, coupled with a rare amount of good judgment, has marked him as a coming railway man." A railway man who has intimately known him for years observed to the writer: "That Mr. Lanning is qualified for the office goes without saying, that he is eminently qualified, those with whom he is intimate are well able to vouch for. His knowledge of the many conflicting interests of the great trunk line associations, together with an intimate acquaintance with the various projects of his own railway, past and present, fit him well for his important office. The work of administering a vast concern like the Grand Trunk is enormous, not only

in the various departmental matters, but also the many relations which the road bears to its allies and competitors, as well as to the mercantile and travelling community in general. There is a great deal, however, in system and systematic methods of doing business, and Mr. Seargeant, the general manager, who has always himself been especially noted for these qualifications, will be ably seconded in that respect by Mr. Lanning."

#### CANADIAN MANUFACTURERS' ASSOCIATION.

In our directory of engineering and manufacturing associations we give the recently elected officers of the Canadian Manufacturers' Association, a report of which was accidentally omitted from last issue. The first and principal resolution passed was that confirming previous declarations upholding the National Policy, and the second called for such an amendment of the Customs Act as would enable the officers to levy duty "on the regular and not on the slaughter price of goods," so as to stop undervaluation. The third resolution condemned the policy of bringing prison labor into competition with free labor.

The principal event of the meeting was the address of the president, John Bertram, head of the firm of John Bertram & Sons, Dundas, who upon retiring made an able speech in the plain but convincing style characteristic of him. Mr. Bertram reviewed the history of tariff legislation in Canada and the United States, and pointed out that our tariff of duties was still much lower than the American tariff under the Wilson bill, which was the concrete expression of tariff reform over the border. Mr. Bertram referred with pride to the fact that at the World's Fair Canada took rank alongside the United States, Great Britain, and Germany, and he congratulated the country on its financial position compared with the depression which had spread over almost every other civilized country.

#### CANADIAN SOCIETY OF CIVIL ENGINEERS.

A meeting of the Society was held in their rooms, in Montreal, on Thursday, March the 15th, Mr. Duggan in the chair.

Further discussion on the Dartmouth, N.S., Water Works, consisted in some correspondence from Major Grey, which was read by the secretary.

A paper was read by J. G. G. Kerry, on the "Construction of a Small Tunnel." The tunnel in question was situated on the West Virginia and Pittsburg Railroad, which was built to open up the otherwise inaccessible parts of Central West Virginia. The district in which this tunnel had to be built consists of heavy, narrow parallel ridges, with deep dividing valleys, the earth being a soft blue clay shale, nearly dry, and showing little stratification. This shale rapidly disintegrated on exposure to the air, and tunneling through it without timbering would have been dangerous, if not impossible, and a system of timbering was used strong enough for several years service, and large enough to contain the masonry when it should be built. Owing to this double lining, an unusually large excavation was rendered necessary. Mr. Kerry gave a full and detailed account of this tunnel, together with particulars of the processes used in its construction.

A vote of thanks to the writer was then passed.

There was no discussion on the paper.

Another meeting took place on the 29th inst., Mr. Peterson in the chair.

The names of several new members were announced.

The secretary read some correspondence from Alan Macdougall on two papers recently read before the Society, viz., "Dartmouth, N.S., Waterworks" and "Concussion in Sewer Pipes."

A paper by Alan Macdougall on "A Permanent Roadway" was then read, in which he gave the opinions of several authorities as to what constituted a permanent roadway.

#### ONTARIO MINING ASSOCIATION.

A successful meeting of the Ontario Mining Association was held at Sudbury, on the 14th ult., at which there was a large attendance. Several resolutions were passed, amongst them being one that all royalties on minerals should be abolished. Several interesting papers were read, one of which, by Mr. Rorke, will be found on another page. Officers were elected as follows.—J. B. Hammond, president; R. McConnell, 1st vice-president; John McKay, 2nd vice-president; Geo. Mickle (Sudbury), secretary; and R. W. Demorest, treasurer.