

For THE CANADIAN ENGINEER.

## THE CHARGE OF THE BOILER BRIGADE.

AFTER TENNYSON (A LONG WAY).

Eighty pounds, ninety pounds,  
The steam gauge points onward,  
Fireman has orders  
To raise to a hundred.  
"Steam up," the boss has said.  
"Fire strong! don't be afraid,  
Those boilers are good," he said,  
"Good for a hundred."  
Forward points the trusted gauge  
(Of which no test since new was made),  
Not tho' the fireman knew  
'Twas heavy half hundred,  
His not to make reply,  
His weights on valves to lie,  
His to get steam up high,  
Up to the hundred.

Leaks start to right of him,  
Leaks start to left of him,  
Tubes start in front of him—  
Noise like to thunder!  
Strained by the pressure borne,  
Slight stays from rivets torn,  
Under the weak boiler shell  
Fires glare like mouth of Hell—  
Death hovers all around,  
Gauge points to hundred.

Flashed all the bright steel bare,  
Flashed in the sunlit air,  
While strong willing workers there  
Dazed by the frightful sounds,  
Trembled and wondered!  
Plunged then in hissing steam,  
Crushed by the falling beam,  
Fathers and brothers;  
Death stills the piercing screams  
Of loved ones sundered,  
Caused by that rotten shell  
Thought good for a hundred!

Shrieks to the right of them,  
Shrieks to the left of them,  
Shrieks all around them,  
And moanings unnumbered—  
Crushed by the walls that fell,  
Who can their torture tell?  
They who had toiled so well,  
Now in the jaws of Death,  
Caused by that rotten shell  
Thought good for a hundred!

Whose be the honored name?  
Who to the world proclaim?  
As fearless to right this wrong,  
For justice has slumbered!  
Weed out those rotten shells—  
Boilers that boom death knells,—  
Replace them with boilers strong,  
And good for a hundred!

St. John, N.B., Feb., 1894.

W. J. COLESTON.

## NOVA SCOTIA COAL OUTPUT

We are favored by R. Drummond, editor of the *Stellarton Journal*, who has special facilities for ascertaining correct data, with a report of the output of the Nova Scotia collieries for the past year. Referring to some previously published figures, the accuracy of which was challenged, Mr. Drummond says:

The figures as published by the *Journal-News* I admit are not accurate so far as they relate to the collieries operated by the Dominion Coal Company. The figures at first received from the officials of that company either did not include the land sales for 1893, or omitted wholly the sales for the first quarter of the year, during which period the collieries were operated by other owners. The *Journal* gave the shipments for 1893 from the collieries operated by the Dominion Coal Company as some fifteen hundred tons

less than the shipments from the same collieries in 1891. This was due to the reason above given. Instead, however of being less, the statement below will show that the shipments, the quantity on which the company will pay royalty, were 7,051 tons in excess of 1891. First let me give the figures from the several collieries for 1893:

Name of Colliery.	Shipments 1892.	Shipments 1893.
Springhill ..	361,984	391,000
Joggins ..	58,535	82,200
Sundries ..	2,128	2,000
Acadia }		80,775
Albion }	218,103	98,144
Vale }		65,858
Intercolonial ..	185,929	210,000
Bridgeport* ..	31,328	41,700
Caledonia* ..	107,200	154,908
Gardiner* ..	39,485	27,316
Glace Bay* ..	93,690	116,579
Gowrie* ..	138,413	113,430
International* ..	105,479	113,653
Reserve* }		
Emery* }	135,836	174,613
Victoria ..	108,332	95,345
Sydney ..	164,078	195,092
Sundries ..	2,414	1,000
Total ..	1,752,934	1,968,613

The totals show that the shipments of '93 exceeded those of '92 by no less a quantity than 215,678 tons. The total sales for '91—the year showing the largest previous shipments—were 1,849,945, leaving no fewer than 118,669 tons in favor of '93. There has been a great deal of controversy in both branches of the legislature as to whether the collieries now operated by the Dominion Coal Company shipped as much coal in 1893 as they did in 1891, when operated by individual owners. To set the matter at rest it may be well to give the shipments from these collieries—marked above with an asterisk—for '91, '92 and '93.

Name of Colliery.	1891.	1892.	1893.
Bridgeport ..	32,547	31,328	46,720
Caledonia ..	144,995	107,200	154,908
Gardiner ..	17,105	39,485	27,316
Glace Bay ..	110,212	93,690	116,579
Gowrie ..	152,367	138,413	113,430
International ..	124,677	105,479	113,653
Ontario ..	2,709	28	.....
Reserve, }			
Emery, }	154,656	135,886	174,613
Totals ..	739,268	651,458	747,219

These figures show that the output of the Dominion Coal Co. for 1893 is in excess of 1892 by 95,760 tons.

## JOSEPH JOHN LANNING.

Joseph John Lanning, who during the past month succeeded Charles Percy as Assistant General Manager of the Grand Trunk Railway, was born at Templemore, in Ireland, on the 3rd June, 1852. He obtained his early education at Great Yarmouth and Carlisle, in England, and at Dundalk, Ireland. At the age of 16 he crossed the Atlantic in the old "Hibernian," and arrived in Canada without knowing a soul in the country. Having, to use a railway phrase, surveyed his line to Montreal, he obtained a situation in some humble capacity in the wholesale fancy goods house of Thomas Hiam & Bros., in Lemoine street. After about three months here he entered the service of the Grand Trunk as a junior clerk in the stores department. Here he obtained a good general knowledge, for everything was kept in these stores from a needle to an anchor—a statement which was literally as well as figuratively true, since they had canvas and other needles, and kept a stock of ferry-boat anchors. He not only acquired a knowledge of the general trade and requirements of the country, but began the study of shorthand, in which, having a quick and receptive mind and an accurate hand in penmanship, he soon became an expert. This led to his services being called into a more important sphere of work in the general offices, and in Nov., 1870, he was put into the office of the then general manager, the late C. J. Brydges. Business capacity, together with patience, industry and perseverance, led to his being chosen as private secretary to Joseph Hickson (now Sir Joseph Hickson) when that gentleman succeeded Mr. Brydges, and he retained that post under the present general manager, Mr. Seargeant. In that capacity he accompanied the general manager over the road on nearly all of his official and