

Oh! Andy John, my Jo John,
Be baw, wille you my,
For you will be impeached, John,

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single large boiler, mounted upon a carriage also fitted with cylinders and driving gear, and a tall chimney, and a tall smokestack. The other plan is to make each carriage a complete locomotive, carrying 12 upon two small worked boilers, which would readily weigh 10 tons each, and be 25 ft. long by 7 ft. 3 in. (gauge) even if placed at a considerable distance apart. The boiler would be 10 ft. long by 4 ft. 6 in. in diameter, according to the distribution of weight, and the cylinders would be 18 in. in diameter. Cars resting upon four wheels only. The objections to Mr. Fletcher's plan are the great weight of the boiler, the smallness of the engines, and the loss for the purposes of the road of the large wheels, and the loss, as well as the certainty of a considerable loss in winter by condensation in a long series of small cylinders, and the loss of the boiler by considerable loss by leakage. The objections to the other plan are the weight of the boiler, the objection on the part of passengers to ride in such near neighborhood of the boiler, the

doing on the 19th inst., on the occasion of the dinner at the Pitt Rivers and Furness Railway, and the fact that the six of the 7 tons each, and four of 5 tons. The single largest plan is to be found at Down, where there are 4 converters of 2 tons, and at Sheffield, where there are two 2 ton and 2 1/2 ton converters. Messrs. Gammon and Co. have a 2 1/2 ton converter, and the London and North Western Railway has a larger plan, although not at a single establishment, but at two, one at Warrington, and one at Penistone, and two 4-ton converters at their Ghyllcote works, in Sheffield. The London and North Western Railway has also laid out for eight converters of 5 tons; but the two largest establishments are the Crown works of the London and North Western Railway, and the Manchester and Newcastle Railway Plant Company, at Bolton, which have 10 converters. Next are the Bolton Steel and Iron Company's Works, at Bolton, and the

When we nominate men to the Directorship we will be careful to nominate and elect men who will have credit to their position, if we are interested conjointly with them. We would also suggest one particular from the policy of many of our Directors, or give them less credit than is their due; but we cannot do so, for we are not in a position to give a fair recompense for their manifold labors, and we are not in a position to give to our children, and to posterity. Much of interest can be thrown into this subject, but we cannot do so, for we are not in a position of more capable of discussing it than we are.

QUESTIONS CORNER.

Q.—What has become of the chairman of the Schenck School Educational Association?

A.—G. T. ?

Q.—What has become of the chairman of the Institute of the ?

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