

newspaper publicity, there should be no lack of capital to carry out the enterprises.

Certainly we owe a great deal to Mr. Brennan and other gentlemen who have devoted, and are devoting, their time to scientific research in engineering spheres. They should be assisted in every way. But nothing is gained by counting a model as a commercial revolutionizer, when it is really but a model. Doubtless Mr. Brennan himself, who is more of an expositor than an inventor in this case, does not aspire yet to be enrolled with Newton, Stephenson, and Watt. Sir Isaac Newton not only discovered natural laws, but reduced them to formulæ.

We live in practical days. Every scientific discovery, to be of value, must become of practical use. When Mr. Brennan demonstrates that his mono-rail railroad is anything near to being of material assistance to commercial progress, then will be the time to consider his name being bracketed with those who have contributed to national progress. Until then we are inclined rather to agree with Sir Hiram Maxim that there has been perfected in this particular instance "a charming and highly scientific toy."

WATERWORKS NUMBER.

The twenty-seventh annual convention of the American Waterworks Association will be held in Toronto—the first in Canada—from June 17th to 22nd. Much attention is being paid to waterworks development in the Dominion; and, although most of the members of the Convention belong to the United States, every city engineer, and all persons interested in waterworks development in Canada, should make a special effort to attend the sessions.

An opportunity is afforded the engineers of this country to get in touch with many men who have designed and are operating the largest waterworks plants on the continent, and the experiences and opinions that will be given will go a long way towards helping the developments that are about to take place in the Dominion.

A valuable adjunct to the Convention will be the exhibition of waterworks machinery and supplies. Many manufacturers of the United States and Canada will be represented, and if it were only for this alone the week in the "Convention City" would be well spent.

The following are a few of the papers and subjects that will be brought before the Convention:—

Some Notes on Rules, Ordinances and Court Rulings Covering the Operating of Water Plants; Gas Producer Plants for Pumping Water; Reynolds High vs. Low-duty Engines; The Deisel Oil Engine; The Electrically-driven Centrifugal Pumps at Buffalo; The Varying Conditions of Waterworks Plants and Their Relation to the Proper Rates to be Charged for Domestic and Public Supply; Lead Poisoning, Particularly as Affected by Electrolysis of Lead Pipes; Meters and Meter Systems; Cost of Meters in Rochester; Water Consumption, Waste and Meter Rates; Description of the Catskill Water Supply for New York; Tuberculation and the Flow of Water in Main; Cleaning Water Mains and the Effect on Flow; The Sanitary Protection of Surface Water Supplies; Successful Filtration of Waters of Low Turbidity and Color and Comparatively High Bacterial Contents by Artificial Addition of Turbidity; Typhoid Fever Cases in Pittsburgh, Pa., Some Interesting Statistics Pertaining to the Same from the Standpoint of a Public Water Supply.

Besides these, many other good things are in prospect, and there will certainly be enough material to make the meeting a most valuable as well as interesting one.

In view of this gathering the July 5th issue of the Canadian Engineer will be a "Waterworks Number,"

and will contain a copious report of the Convention. To make this issue of maximum interest to every Canadian waterworks and city engineer, the co-operation of everyone interested in this line of progress is necessary. Any data, accompanied by illustrations where possible, regarding plants already in operation, or plants under construction or projected, that are sent to us will be greatly appreciated, and full credit will be given for same. Mayhap you have had some experience in connection with waterworks that would be eminently interesting. If such is the case, place it before other engineers through the medium of this special number. Your experience on some special subject is probably just what another man is looking for, while his is what you are looking for.

MARKET CONDITIONS.

Montreal, June 6th, 1907.

English pig iron markets have taken another turn upwards and prices are now within a narrow margin of the record during the boom of last December. Best grades of Scotch metal are higher than ever. Shipments from Middleboro' and Glasgow are exceptionally heavy and stocks in store are being depleted every day. German demand continues good and, notwithstanding the fact that the American market has been somewhat quieter during the past week, a good enquiry appears to be in evidence for English metal. As a matter of fact, a cargo of 5,000 tons has been engaged for the Chicago market within the week. Apparently the feeling in England continues strong, but from advices received the maintainance of the present position depends almost entirely upon the continuance of the existing demand from Germany and the United States. The home trade does not warrant higher prices.

In the United States, the buying movement in pig iron has been light for a week or two, but this is almost, if not entirely due to the fact, that purchasers have covered their immediate requirements and are not disposed to purchase for deliveries extending after the end of the present year. Numerous enquiries are being made for prices for 1908, but it would seem that this is rather with a view to sounding the market than with the idea of actually making purchases. Makers of iron in the Pittsburg and adjoining districts have received a demand from a large number of employees for an eight hour day and an advance in wages, the change to take effect on 1st July. It is claimed that the reduction in hours and advance in wages figures out to an increase of nearly 50 per cent. on the present cost of labor. If the demand is pressed and operations are limited or costs increased in consequence, it will result in a further strengthening of the market. Steel-making irons are very scarce and there is practically nothing for sale for the remainder of the present year. Many consumers consider that their position cannot be any worse later on and are delaying ordering in the hope of lower prices.

The local market is firm in price, but the situation has been relieved by the arrival of considerable quantities by ship and the distribution of this to customers.

Antimony.—There is very little going on and prices are steady. Quotations are 25½ to 26c.

Bar Iron and Steel.—There was no change in the market during the week. Quotations are: Bar iron, \$2.20 per 100 pounds, best refined and horseshoe iron, \$2.60, and forged iron, \$2.45; mild steel, \$2.25 per 100 pounds; sleigh shoe steel, \$2.25 for 1 x ¾-base; tire steel, \$2.40 for 1 x ¾-base; toe calk steel, \$3.05; machine steel, iron finish, \$2.40, base and reeled, \$2.85.

Boiler Tubes.—Importers' contracts, in a number of cases, are about to run out, and as the present contracts were made at lower figures than now prevail, it is almost certain that prices will advance when new contracts are made. Quotations are: 2-inch, 8 to 8½c.; 2½-inch, 10¼ to 10¾c.; 3-inch, 12c.; 3½-inch, 15 to 15¼c.; 4-inch, 19¼ to 19½c.

Cement.—Canadian and American.—The market is very firm and demand is fully equal to supply. Canadian prices are \$1.85 to \$1.95 per barrel, in cotton bags, and \$2.15 to \$2.25 in wood weights in both cases, 350 pounds. There are four bags of 87½ pounds each, net, to a barrel, and 10 cents must be added to the above prices for each bag. Bags in good condition are purchased at 10c. each. Where paper bags are wanted instead of cotton, the charge is 2½ cents for each, or 10 cents per barrel weight. American cement is steady at \$1.10 per 350 pounds, basis Lehigh mills, conditions being the same as in the case of Canadian mills, save that when the cotton bags are returned in good condition, only 7½ cents is allowed for them.

Cement.—English and European.—English cement is unchanged at \$1.80 to \$1.90 per barrel in jute sacks of 82½