

(Continued from Page 45) Ross, A. W. Holmested, T. A. Silverthorn. Berna Motors & Taxicabs, \$500,000; G. Russell, J. C. MacDonald, E. M. Lindsay. Standard Stock and Mining Exchange, A. J. Barr, W. T. Chambers, R. L. Cowan. Mines Finance Company of Canada, \$250,000; W. Thompson, W. M. Weeks, C. L. Rosevear. Cobalt Hydraulic Power Company, \$2,000,000; J. B. Holden, C. A. Grover, J. I. Grover. Niagara and Ontario Construction Company, \$40,000; E. Hendrick, B. B. Furre, A. P. Bell, New York. McIntyre & Taylor, \$20,000; E. C. Ironside, H. Riley, R. R. Perry.

PIG IRON OUTPUT.

Pig iron production in Canada during 1908 totalled 563,672 tons, as compared with 581,146 tons in 1907, a decrease of 17,474 tons, or about 3 per cent.

In the first half of 1908 the production amounted to 307,074 tons, and in the second half to 256,598 tons, a decrease of 50,476 tons.

At Youngstown, Ohio, last year, the city water after leaving the filter plant had an average per centage of 98.34 of purity for the year, a very good efficiency for the filters. The annual report of G. R. Patton, superintendent of the filter plant, shows beyond this that during the year there was an estimated daily average of 6,612,000 gallons of water filtered at the plant. An average of 2,060 pounds per day of alum was used during the year. The daily average of bacterial points per cubic centimetre in the river water was 29,490 and in the filtered water 362 per cubic centimetre. The total rainfall for the last seven months of the year was 16.99 in.

Persons who are familiar with guarantees of steam consumption, which accompany sales of high speed engines, are aware that these guarantees are usually met under the conditions of shop tests. Particular interest, therefore, attaches to a report by Mr. F. W. Dean, mill engineer and architect, Boston, regarding a series of tests upon generating sets with various types of engines of moderate size which have been in operation for relatively long periods. With one exception the period of service ranged from 5,000 to over 30,-000 hours. The results show that no engine realized economies which would have been guaranteed. Mr. Dean concludes that we are justified in thinking that most high speed engines rapidly deteriorate in economy, but that on the contrary, slower running Corliss or gridiron valve engines improve in economy for many years. As it is difficult to see that the speed is the cause of this, it is reasonable to assume that it must depend on the nature of the valve.

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