

the shipments show increases all along the line as follows: Ore, 42,710 tons; coal, 55,700 tons; finished steel products 1,900 tons.

Calgary, Alta.—Crude petroleum as a means to lay the dust on the unpaved streets of Calgary is hardly proving a success, from the trial being made under the supervision of Commissioner Clarke.

Fourth avenue from Sixth to Seventh streets west, was where the test was made; 231.6 gallons of oil were sprinkled over 9,591 square feet of roadway two weeks ago. The cost was \$72.65, which is too expensive to make the oiling scheme a general one. The cost of oiling a square yard is 4¾ cents.

The commissioner considers the scheme impracticable in Calgary, not only because of the expense, but also on account of the dust which blows into the city from adjacent hills. The oil was bought in Calgary, and the 231.6 gallons cost \$50.95. The labor of putting the oil down cost \$20.50, and it requires a team of horses for two hours to sprinkle the oil, which consumed another \$1.20, making the total \$72.65. The total cost for oiling a square yard was 6¾ cents.

Westerly, R.I.—The concrete standpipe has been completed by the Aberthaw Construction Company, the general contractors for the entire work. It is being tested with a full head of water and some interesting results concerning the impermeability of concrete placed and mixed with the special object of making it waterproof without other means.

PERSONAL.

Mr. J. R. Blackett, for some time chief auditor of the Dominion Coal Co., has accepted the position of comptroller of the Halifax Electric Tramway Co.

Mr. Charles F. Kenworthy, until recently with the Engineering Department of the American Brass Co., and formerly of the Kenworthy Engineering Co., has been engaged by the Rockwell Furnace Co., to represent them in the New England States and Canada. Mr. Kenworthy has devoted his entire time for the past eighteen years to the design and construction of furnaces and fuel apparatus, and brings with him a large acquaintance among the builders and users of this line.

OBITUARY.

Mr. Hugh McCulloch, Sr., president of the Goldie & McCulloch Company, of Galt, Ontario, died on Saturday, September 3. Mr. McCulloch was born in Scotland in 1826, and would have been 84 years of age had he lived till the 19th of this month. He came to this country when a boy, and had been a resident of Galt or in the neighborhood of Galt for 60 years.

In 1859, with the late John Goldie, they purchased from James Crombie the Dumfries foundry, a small institution employing 22 men. Several large contracts were taken in the early days, and soon the name of Goldie & McCulloch was known all over Canada. At first general foundry work was done, but as the business grew the firm went into the manufacture of boilers, engines, flour and sawmill machinery and wood-working machinery. Thirty-one years ago the firm went into the manufacture of safes and vaults, in which department great success was achieved. The advancement of the trade led to a joint stock company being formed in 1891. In 1896 Mr. Goldie died, and his son, A. B. Goldie, took his place, and is to-day manager of the works. The firm employs in the neighborhood of 500 hands, and is Galt's largest foundry. Mr. McCulloch was president of the firm.

He is survived by two sons and one daughter. Hugh McCulloch, jr., vice-president, and Mr. R. O. McCulloch, secretary-treasurer of the firm, and Mrs. Shearson, of New York, and one brother, George, of Souris, Man.

Mr. Charles Talbot Porter, an engineer and inventor of international reputation, died at Montclair, N.J., on Wednesday, after a brief illness. In recognition of his work in advancing steam engineering and for improvements in engine construction, Mr. Porter received the John Fritz medal in 1909. The only other recipients thus far have been Lord Kelvin, Alexander Graham Bell, Thomas A. Edison and George Westinghouse. The medal is conferred by joint action of the four national engineer societies.

Mr. Henry Walter Selby, D.L.S., of Toronto, recently died by drowning in the Athabasca River, at the rapids, 150 miles north of Athabasca Landing, according to word received in Toronto last week. Mr. Selby, who was a Dominion Government surveyor and who had for about ten or twelve years been engaged in survey work in the northwest, was, it is understood, in company with Mr. Walter E. W. Jackson of the Toronto Observatory staff, carrying on surveys for the Dominion Government when their canoe was upse and Mr. Selby was drowned. Mr. Selby was a son of the late Capt. Thomas Selby, formerly of Toronto. He was President of the Ontario Land Surveyors' Association.

Mr. Hector Murray, of the contracting firm of Holmes, Murray and Sharkey, died on Wednesday, Sept. 1st, near the G.T.P. bridge over the Red Deer river, six miles south of Alix, Alta., where he was fatally beaten about the head by a laborer.

CANADIAN MUNICIPAL UNION.

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A Handbook of Instruction.

Mr. H. J. Ross, Montreal, reported for the special Committee on Uniform Municipal Statistical Returns and a Uniform Principle of Municipal Accounting. The committee favored uniformity, and recommended that a handbook of instruction be prepared.

Mayor H. Williams, of Fort Frances, read an interesting paper on "The Export of Water-power." Mayor Williams referred to the fact that United States capitalists were seeking to obtain water-power privileges in Canadian municipalities. He mentioned as one of the chief dangers to small municipalities the over-anxiety of municipalities to get industries, and he urged careful consideration of all schemes of promoters.

Mayor Williams urged that legislation be secured providing that all power exported from Canada must contribute to the revenue of the Province that produces it. This view seemed to be shared largely by the convention.

MARKET CONDITIONS.

Montreal, September 7th, 1910.

A well-defined buying movement in pig-iron has started in the Pittsburgh district, and actual transactions in the past week have been the largest for many months, while pending inquiry is also the largest seen for a long time. The movement is an evidence of revising confidence in values, but does not indicate prospective buying at such a rate as to engage capacity fully or produce any great market advance. The deliveries are well extended, and there has been some disappointment on the part of sellers to see that when inquiries do come out from particular customers, the delivery periods start late, indicating that such customers are well provided for the present.

There has been no advancing tendency in pig-iron, but on the contrary it is understood that most of the tonnage taken has been at special prices. In a very few instances open market quotations have declined slightly. The Bessemer pig-iron average for August was \$15.15, valley, a decline of 35c. from July, and of \$3.85 from January. The basic average was \$14.02, a decline of 48 cents from July and of \$3.46 from November. Bookings in finished steel products continue to increase slowly. August has seen a decrease in total unfilled tonnage on books, but there are hopes in some quarters that September will show a gain.

A return is being made to last winter's prediction of 50,000,000 tons of Lake Superior ore to be moved in the season, some predictions early in July being as low as 35,000,000 tons. The movement to September 1st appears to support the 50,000,000-ton prediction easily, and this would be a gain of 7,500,000 tons over 1907 and 1909, the two best years so far.

Up to the end of last week, there had been no improvement in the buying of steel, and the general belief is that until the middle of the month no very accurate indication can be given of how matters will go. Enquiries are reported to be very good.

The report of the lock-out of some 50,000 boiler-makers in the ship-building establishments on the other side of the Atlantic certainly does not tend to improve matters greatly in the iron and steel trades of Great Britain. Reports being cabled this week are not any too cheerful, although it is expected that the labor trouble referred to above will be settled shortly, and that a good demand should set in shortly for export account, in order that deliveries may be made before the streams freeze up for the winter. Prices show no improvement worthy of mention.

In the local market there is practically nothing of consequence going on, other than the customary manufacturing, buying and selling. Canada has nothing to complain of. All the iron and steel mills are being kept well employed, apparently, and prices are said to be fairly satisfactory all round. Indeed, the present year is expected to be the best in the history of the trade. The situation, however, is a little doubtful, because of the hesitation in the United States. Otherwise, every one appears quite satisfied with the present, and hopeful of the future.

Prices are still holding steady through the market for iron and steel and finished products, the following being the range of quotations:—

Antimony.—The market is steady at 8c. to 8¼c.

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