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THE CONTRACTOR

DEVOTED TO CONTRACTING INTERESTS

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Whole No. 350

GRANITOID PAVEMENT

(PATENTED—TRADE MARKS REGISTERED)



GRANITOID Pavement—Davie Street, Vancouver, B. C.

THE SUPERIOR OF ALL PERMANENT PAVEMENTS

The Blome Company Patented Granitoid Concrete Pavement

A pavement of monolithic construction. Permanently retaining surface grades. Intended for all degrees of traffic. Satisfactorily withstands all climates. Becomes more durable with age. The most sanitary pavement on the market today. The most suitable for street car track spaces. The handsomest of them all. A revolution in permanent pavements. The foregoing claims are convincingly demonstrated by the vast yardage of pavements laid in an almost countless number of cities in the United States and Canada.

To those interested we will be glad to furnish further details

TO CONTRACTORS: Arrangements will be made with reliable contractors in such territory as may be deemed advisable.

TO MUNICIPALITIES: Royalty arrangements will be made to provide for competitive bidding. Specifications and particulars cheerfully sent upon request.

RUDOLPH S. BLOME COMPANY OWNERS AND CONTRACTORS

GENERAL OFFICES, CITY HALL SQUARE BLDG., CHICAGO, ILL.

New York, N. Y.
Tacoma, Wash.,

New Orleans, La.

Birmingham, Ala.

Fort Worth, Texas

Vancouver, B. C.

Washington Paving Co. Calgary-Alta., Alta. Granitoid Paving Co. B. C. Granitoid and Contr., Ltd.

PUBLISHED SEMI-MONTHLY

a considerable increase in the tax rate and, finally, the specifications will call for just about the grade of work that the city always secured. There will have to be readjustments all round. Salaries will have to be raised and while the municipality will continue to pay about as much as before for exactly the same grade of work the contractors will be free from the extortions of parasites as well as the stigma of "graft." We shall all learn something from the business administration and if the people like it the party leaders will have to continue it."

McArthur Brothers of New York have just been granted a contract for the erection of the longest concrete bridge in the world for the Allentown, Pa., Bridge Company. This bridge will require 48,000 barrels of cement and will cost when completed more than \$500,000. It will be 2,650 feet in length and 120 feet above the Little Lehigh river. There will be a 32-foot roadway and two 7-foot sidewalks provided. The work will be started immediately and completion is guaranteed by November 1 of next year.

The prosperity of the railroads of the country and the expectation of bumper crops in many parts of the country are being felt in the contracting department of the Baldwin Locomotive Works. Work is being piled up ahead in both the Philadelphia and the Eddystone plants, and nearly all men who apply are given employment. The erection shop at the Eddystone plant is being pushed rapidly to completion, and is claimed to be the largest shop of its kind in the world. President Alba B. Johnson states that there are now practically twice as many employes at work than there were three or four months ago and that the orders in hand will keep the plant exceedingly busy for the summer and autumn months.

In order to get all the revenue possible from the state's big contracting firms without damaging the industry a special committee of the Legislature is addressing inquiries to these firms asking for information to guide the Legislature in a revision of the state's revenue laws. It is desired to revise not only the laws, but the system of administration of tax collection so as to increase the state's income. Some of the men believe that a tax on gross earnings would best fit the case, while others, objecting to a statement of earnings, hold to the more simple method of an assessment of the real estate and personal property, and a definite percentage of tax thereon.



Kennedy Crossan.

Kennedy Crossan, contractor and developer of Chelsea, Atlantic City, died at his home in Fox Chase, Philadelphia, Penn., on July 2d. He had been ill nearly a year, but his condition did not become serious until several weeks ago. Mr. Crossan came first into prominence as a railroad contractor, many years ago, and

later was one of the first to realize the possibilities presented by Chelsea. He immediately became identified with an improvement company capitalized at \$1,000,000, formed to develop the Atlantic City suburb. Mr. Crossan was born in Pennsylvania in 1851. He learned the trade of blacksmith in Britton township, and at the age of seventeen went west. He first worked at Aledo, Ill., as a day laborer, and later worked in a saw mill at Humboldt, Kansas. After that he drove a stage coach between Leavenworth and Lawrence City. His last position before returning to this state was in a railroad shop at Denver. On coming to Philadelphia he worked for Bush & Keller, railroad contractors, and showed such capacity for handling men that he soon rose to foremanship. Always ambitious he soon struck out for himself in the engineering business. His first contract was the building of the Schuylkill Valley Railroad between Monocacy and Birdsboro. He made a success of the venture and in 1886 formed a partnership with Kohn Keller and built part of the Western Maryland Railroad. Mr. Crossan lived with his family on a large country estate in Fox Chase. He also had a beautiful cottage on the beach in Atlantic City. A widow, three sons and three daughters survive.

TEXAS AND THE SOUTHWEST.

BY W. D. HORNADAY.

The Cotulla Reservoir and Irrigation Company, which was recently organized with principal office at Cotulla, Texas, will construct a system of irrigation that will water about 225,000 acres of land in South Texas. The preliminary survey for the work has just been finished by W. L. Sylvester. Three large storage reservoirs will be formed by the construction of dams. Mat Russell, of Cotulla, is president of the company.

Nearly all of the grade of the cut-off line which the Houston & Texas Central is constructing from Stone City to Giddings, via Caldwell, is finished. The contractors on the work are the Morey-Faulhaber Construction Company of St. Louis, P. M. Johnston & Son of St. Elmo, Ill., and Joe Bowers of Fort Worth.

El Fresnal Irrigated Land Company will construct a system of irrigation near San Benito, Texas. S. A. Robertson of San Benito is largely interested.

The Howard Water and Light Company has been organized at Howard, Texas, for the purpose of installing a waterworks system and an electric light plant. The incorporators are J. T. Murphy, W. R. Woods, J. S. Robison and others.

The taxpayers of Sweetwater, Texas, have voted favorably on the proposition of issuing \$35,000 of bonds for the construction of a sewer system.

The chamber of commerce of Denton, Texas, is giving its aid to the proposition of constructing an interurban electric railway between Denton and Fort Worth, about 30 miles.

The North American Dredging Company has nearly finished the work of dredging the Girjalva river in Mexico to heavy draught steamers. Other important improvements to the harbor and port of Frontera, Mexico, are being made.

All bids for the purchase of the issue of \$17,000 of bonds for the construction of a sewer system at La Grange, Texas, were recently rejected by the city council. Other bids will be received and the construction work started as soon as possible.

The W. P. Carmichael Construction Company of St. Louis, Mo., which has the contract for constructing the dam across the Colorado river at Austin, Texas, is installing complete machine shops near the dam site.

The St. Louis, Brownsville & Mexico Railway Company has amended its charter so as to provide for the construction of a branch line from Heyser to Austwell, Texas, 25 miles, and also an extension of the Harlingen branch line from Sam Fordyce to Roma, Texas, 33 miles.

The Denton Colony Company will construct dams across the Nueces river, install pumping plans and lay out a system of canals and ditches for the purpose of irrigating 68,000 acres of land in Dimmit county. The Rockwell-Slising Engineering Company of San Antonio is making the surveys for the proposed works.

F. J. Macarthy of Macarthy Brothers, contracting engineers



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.. THE ..

PROGRESSIVE MEN

OF THE COMMONWEALTH OF

PENNSYLVANIA.

IN TWO VOLUMES, ILLUSTRATED.

VOL. II.

COMPILED AND EDITED BY COL. CHARLES BLANCHARD.

LOGANSPOBT, IND.:
A. W. BOWEN & CO.,
1900.

sector, an astronomical clock, a meridian circle, a prismatic sextant, and other needed instruments constituting an important addition to the practical teaching of astronomy and geodesy. The gift reflects special credit upon the large-minded and liberal donor, whose name it will bear as the 'Sayre observatory' as long as the university itself shall stand, and of that we say, *Esto perpetua.*"

Mr. Sayre's reputation is closely connected with the history of the improvement and development of the Lehigh valley, with which he has had the closest relations since 1853. Working in concert with Judge Packer, modern inventions and the last practical discoveries in science have been employed, and so sagaciously employed as to advance the coal and iron interests of that rich section beyond the dreams of the most sanguine. The pioneers Hauto, White and Hazard had no visions, when they opened the valley in 1822, of any such accomplishment as is now made annually. Nor could this have been reached had Mr. Sayre not enjoyed a long and special training; been endowed with the peculiar combination of qualities needed, and aided by men of equal knowledge, energy and wealth.

He was always fortunate in the assistance rendered by those whom he employed, on account of his genial manners and care for their success. His great skill as an engineer is shown in his works. His government of men was evidenced in the sympathy and achievements of those whom he employed, and in their great interests in the works on which they are engaged, as well as in their personal attachment to their chief. His own conscientious devotion to duty, and determination to succeed, infuse all coming within his magnetic range, and they have maintained him not only in the confidence of great corporations, but as well in that of the greater public, who make and unmake corporations. Mr. Sayre's manners and character endeared him among those who could not appreciate his technical abilities, and the whole have in a brief period placed him in the front rank of those who have made eastern Pennsylvania a great fact in all the greatness to which it belongs. Mr. Sayre was married in April, 1846, to Miss Mary E. Smith, by whom he had nine children. His second wife was Mrs. Mary B., widow of Senator Broadhead.

KENNEDY CROSSAN.

KENNEDY CROSSAN was born in Britton township, Chester county, Pa., in 1851, his parents being Kennedy and Margaret (Nichols) Crossan. His paternal ancestors were Irish and his maternal ancestors English. Both families lived for several generations in Chester county, Mr. Crossan's grandfather having gone from that section to serve in the Mexican war. His father was a farmer and it was on the paternal homestead that Mr. Crossan was born. He attended the public

schools until he was fourteen years of age, when he was put to work with a blacksmith with the intention of learning the trade. He remained at the work until he was seventeen years of age, when, desirous of improving his condition in life, he began his travels. He went first to Aledo, Ill., where he secured work as a laborer. Four months from that he went to Humboldt, Kan., in wagon trains, and obtained employment in a saw-mill. At that time Kansas was but sparsely settled, and in the comparatively new coun-

try, among enterprising and energetic men, Mr. Crossan found little difficulty in making headway.

Tiring of the saw-mill, Mr. Crossan found work on a railroad, where he was employed for five months, when he went to Independence, Kan., securing employment there in a hardware store. But he decided to seek opportunities elsewhere, and located in Leavenworth, Kan. Here he again found work on a railroad, but, there being an opening for a driver of the stage-coach between Leavenworth and Lawrence City, he took that position and wielded the whip for several months. He then went to Texas with a cattle drover, but, tiring of that work, he went to Denver, again working on a railroad. A few months later he was in Rockland, Ill., and shortly afterward Chicago. He remained there for a short time and then came to Philadelphia. He was in his twenty-first year and ready to settle down. He went to work as a laborer with Bush & Keller, a railroad contracting company, and soon became a foreman for them, and then was put in general charge of their construction work. Among the operations he had in his care for that firm was work in connection with the erection of the machinery building in the Centennial grounds.

Mr. Crossan's first entrance into the business field as a contractor on an independent basis was in connection with the building of the Schuylkill Valley railroad between Monocacy and Birdsboro. He was successful in his first venture and continued the work with vigor. He held and executed contracts on the construction of roads at Annapolis and Cumberland, Md., and, in 1886, formed a partnership with John Keller. They secured contracts for the building of a portion of the Western Maryland railroad, and also did

considerable work for the Pennsylvania railroad in Cambria county. Mr. Crossan and Thomas Nolan, of Reading, built the road from Meriden to Waterbury, Conn., and were also engaged in keeping in good condition the main line for the company. In connection with Filbert & Porter, the firm executed the work of lowering the North Penn junction, successfully completing that difficult operation. The concern does not confine itself to railroad contracts, but is engaged in general construction.

Mr. Crossan was one of the originators of the new pier at Atlantic City, and is president of the Atlantic City Steel Pier company. He was president of the City Street Railway company of Indianapolis, but, because of his other important interests, was compelled to resign. He is a director of the Fox Chase National bank and is also a member of the Turf club. His time is largely occupied with his great business interests, but the major portion of his spare time is spent with his family at his home in Fox Chase, and at his cottage at Atlantic City during the summer season.

On July 4, 1875, Mr. Crossan and Martha A. Maxton, of Birdsboro, were married, and four months later they moved to Fox Chase, where they established a permanent home, Mr. Crossan being a firm believer in the future progress of that place. They have six children, three sons and three daughters.

Mr. Crossan accords a share of his success in life to the faithfulness and generous assistance of his wife, who proved a helpmeet in every sense of the word during their days of adversity, as well as in the brightness of their present prosperity. He is a republican in politics, but has never permitted the use of his name for office.