

on every ton of freight coming to the port. The scheme will probably cost \$12,000,000. The project is to be laid before Parliament at this session.

MONTREAL.—Arrangements have been completed for the establishment of a drydock at Levis, Que., according to a cable from the Old Country, received here on Monday. The interests involved are the Canadian Pacific, the Allans, Harland & Wolff, the Belfast Shipbuilding Company; Sir Charles MacLaren, representing John Brown & Company, of Sheffield; Mr. Davis, of Levis, who conducts the present salvage and drydock business there, and the McArthur-Perks Co. of Canada. The same interests have made a definite proposal to the Canadian Government, which they expect will be accepted, for a drydock in St. John. The constructors have decided not to erect this drydock at the Canadian Pacific wharf in St. John, but somewhere around Partridge Island.

Ontario.

HAMILTON.—A new bolt and bar mill will be built here in connection with the Hamilton Steel and Iron Company. The expenditure for new works will be large.

OTTAWA.—While a definite conclusion will not be reached until next week, it is regarded as likely that the new Quebec Bridge will be built upon the cantilever, rather than suspension principle.

WELLAND.—A new industry, the Electro Steel Company of Canada, is to locate here. The site embraces fifty acres. The officers are: President, Tyson S. Dines, St. Louis, Mo.; vice-president, George S. Goodrich, Saratoga, N.Y.; secretary, A. S. Ragame, St. Louis, Mo. The capitalists behind the enterprise are Pittsburg men, who have large interests in the United States steel and iron trade. The billet mill, for which the contracts are placed is on the south side. Five steamers are chartered to deliver cargoes of ores from the Lake Superior mills before the close of navigation.

British Columbia.

VANCOUVER.—The Dominion Wire Manufacturing Company, of Montreal, is locating in Vancouver, and will manufacture wire nails for the trade on the Coast.

VANCOUVER.—The Pacific Creosoting Company, of Seattle, has secured a site on Burrard Inlet and will establish a plant. Several Vancouver capitalists are associated.

VANCOUVER.—The D'Olier Engineering Company, of Philadelphia Pa., have an expert here in connection with the tests that are being made of the high pressure pumps.

VANCOUVER.—After having spent four seasons in survey work in northern British Columbia waters, being principally engaged in surveying the various deep-sea approaches to Prince Rupert, the coast survey ship H.M.S. "Egeria" returned from the north last week in charge of Captain Parry.

VICTORIA.—City Engineer Topp recommended the purchase of street flushing machinery at a recent meeting of the council, who are considering the question of street cleaning.

PERSONAL NOTES.

MR. E. J. TETT has been appointed manager of the new power plant at Lacombe, Alta.

MR. JAMES WHITE, who has been Dominion Geographer since 1884, was recently appointed secretary of the Commission for the Conservation of Natural Resources, which was sanctioned last session. Mr. E. R. E. Young will probably succeed him as geographer. Mr. Young left for England last Monday to attend the International Geographical Congress.

OBITUARY.

MR. ALEXANDER COMPTON, a well-known contractor, formerly of Charlottetown, P.E.I., was drowned near his home at Flat River, P.E.I., on November 15.

MR. GEORGE H. PEDLAR, only son of Mr. George H. Pedlar, sr., president of the Pedlar People, Ltd., of Oshawa, died on Monday, at the General Hospital, Toronto. Mr. Pedlar was thirty-six years of age.

WATER METERS FOR TORONTO

In referring to the consumption and waste of water, at a meeting of the Canadian Society of Civil Engineers, held in Toronto on Monday evening, Mr. Allen Hazen, consulting sanitary engineer, of New York, said that Toronto would have to curtail the great waste of water by the installation of meters. Mr. Hazen quoted figures and showed diagrams illustrating how this had affected the amount of water consumed in European and American cities where the plan had been adopted. There are about sixty thousand water services in Toronto, with less than three thousand meters in use, and to install meters costing \$12 each would involve an expenditure of \$720,000, said Mr. C. L. Fellowes, the waterworks engineer, who believed that it would be an economy in the end.

Dr. Sheard, the medical health officer also thought that meters should be installed. The average daily consumption of water per capita in Toronto last year, was 90.1 gallons.

On the 26th March, 1909, The Canadian Engineer published an article containing statistics affecting some thirty or forty cities in Canada where waterworks have been installed. The information gathered showed that the consumption of water varies from 25 to 283 gallons per capita per day, a remarkable variation. Figures showing the effect of meters and reflecting the conditions existing in other countries were also given.

MARKET CONDITIONS.

Montreal, November 16th, 1909.

Advices from Pittsburg are to the effect that makers and sellers of pig-iron do not seem to be looking forward to any very heavy buying for delivery during the balance of the year 1909. It would seem that practically all the large buyers in the district are pretty well covered for their requirements for some time in advance, occasional filling orders being about the only business in view for the next month or so. In addition to this, many customers have now made their purchases for delivery over the first quarter of 1910, and there is little doubt that in some cases purchases have also been made for the first half. There are also reports to the effect that some contracts for foundry iron have been made for second half 1910, but such business is very rare. There are many instances, on the other hand, it is stated, of furnaces which have not as yet accepted orders from their general customers for first quarter and a much greater number have refused to do business on the present basis for later than July first. One of the strongest arguments in favor of high prices is the assurance that higher prices will have to be paid for coke, so that \$17.50, valley, for No. 2 foundry for forward shipment is little more than equal to \$15 on a basis of present cost of production. It looks as though the consumption of iron in many quarters is greater than was expected at the time contracts were made, so that the situation seems to be quite firm, throughout.

Mail advices from Glasgow state that the tendency of the pig-iron warrant market has been a little reactionary, with a restricted business at gradually receding prices. Quotations, however, continue fairly steady, and holders are fairly confident, notwithstanding the prospects of dear money. There is practically no change in either the home or continental demand, but advices from the United States continue strong and hopeful regarding the future.

Shipments from Middlesboro for the ten months ending October 31st amounted to 1,018,145 tons, against 1,127,999 for the corresponding period of 1908; 1,507,437 tons for 1907; 1,239,787 for 1906. In 1899, shipments amounted to 1,148,521, but for the intervening years, the shipments were smaller than for the present.

Shipments are now very large in the local market and, in fact, importers seem to think that, in the matter of the tonnage of iron brought into the country, it is not impossible that the present year may turn out to have made a new high record for Canada. From now till the turn of the year, it is not likely that a great deal of new business will be done, and after the end of this month it cannot be expected that shipments will amount to much. Meantime, not only in pig-iron, but in all lines of hardware and iron and steel products, there is much activity, every one being anxious to take advantage of the low water freights. The market continues quiet, so far as price changes are concerned, however, as the following list will show:—

Antimony.—The market is steady at 8 to 8½c.

Bar Iron and Steel.—The market promises to advance shortly. Bar iron, \$1.85 per 100 pounds; best refined horseshoe, \$2.10; forged iron, \$2; mild steel, \$1.85; sleigh shoe steel, \$1.85 for 1 x ¾-base; tire steel, \$1.00 for 1 x ¾-base; toe calk steel, \$2.35; machine steel, iron finish, \$1.90; imported, \$2.20.

Boiler Tubes.—The market is steady, quotations being as follows:—1½ and 2-inch tubes, 8½c.; 2½-inch, 10c.; 3-inch, 11½c.; 3½-inch, 14 1-2c.; 4-inch, 18 1-2c.

Building Paper.—Tar paper, 7, 10, or 16 ounces, \$1.80 per 100 pounds; felt paper, \$2.75 per 100 pounds; tar sheathing, 40c. per roll of 400 square feet; dry sheathing, No. 1, 30 to 40c. per roll of 400 square feet; tarred fibre, 55c. per roll; dry fibre, 45c. (See Roofing; also Tar and Pitch)

Cement.—Canadian cement is quotable, as follows, in car lots, f.o.b., Montreal:—\$1.30 to \$1.40 per 350-lb. bbl., in 4 cotton bags, adding 10c. for each bag. Good bags re-purchased at 10c. each. Paper bags cost 2½ cents extra, or 10c. per bbl. weight.

Chain.—Prices are as follows per 100 lbs.:—¼-inch, \$4.00; 5-16-inch, \$4.40; ¾-inch, \$3.70; 7-16-inch, \$3.50; ½-inch, \$3.25; 9-16-inch, \$3.20; ¾-inch, \$3.15; ¾-inch, \$2.10; ¾-inch, \$3.05; 1-inch, \$3.05.

Coal and Coke.—Anthracite, egg, stove or chestnut coal, \$6.75 per ton,