

side will be replaced by one which goes down to the solid rock, twenty-five feet below the gravel bed, on which the present pier rests.

PORT ARTHUR.—Good progress is being made with the construction of the Western Drydock and Shipbuilding Company's plant. In order to make the excavation necessary outside the shore line a coffer dam is being built necessitating 700 feet of crib work. Five hundred feet of this has been completed and now the work of putting it in position has been started.

Manitoba.

WINNIPEG.—With the completion at Point Roberts, last week, of the work of a party of government engineers, there is in existence for the first time a complete and accurate survey of the boundary line between the Dominion of Canada and the United States from Eastport, Me., on the Atlantic to Cape Flattery on the Pacific coast. The boundary survey has been carried on under the direction of a committee authorized by the United States Government three years ago, and working in conjunction with a like committee named by the Canadian government.

Alberta

FRANK.—At Bellevue, the West Canadian Collieries is putting in a new steel plant with air haulage and new railroad yards involving an expenditure of \$250,000. The Canadian American company at Frank also is planning for big future operations and will, in the spring, begin the construction of a new plant and the building of coke ovens on which the outlay will run to between \$300,000 and \$400,000. These plans include the building of a new sanitarium building at the Frank sulphur springs to cost \$60,000.

British Columbia.

NORTH VANCOUVER.—Detailed estimates of the cost of making improvements in the West Capilano district include the following items: Clearing, \$4,100; grubbing, grading, etc., \$40,000; rock-cutting, \$72,500; bridging, \$47,520; general improvement of Keith Road from western city boundary to Eagle harbour, \$16,060; contingencies, \$18,000. Total, \$198,180. Tenders are invited for road improvements which will be done on the local improvement plan.

NEW WESTMINSTER.—Work has commenced on the setting of the massive centre casting for the swing pier of the new Lulu Island bridge. The south span has been rivetted in position and part of the draw span has been rivetted. The work can now proceed until it comes to the laying of the flooring, which cannot be done on the steel portion until the arrival of the sidewalk brackets. The International Contract Company is also laying the track for the British Columbia Electric Railway line across the bridge. Work on the draw protection has been suspended until such time as the old bridge is removed. It is expected that in about two weeks from now it will be necessary to close the North Arm to navigation.

Yukon.

DAWSON.—The last of the government road construction crews in the territory will have finished its work for the season, and will reach Dawson in a few days from the Black Hills. Fifty thousand dollars have been spent on construction of new roads in the territory recently.

PERSONAL NOTES.

MR. G. H. HERRIOT, B.Sc., of Souris, Man., has been appointed to be a lecturer in Mathematics by the School of Mining, Kingston.

MESSRS. WATSON, JACK & COMPANY, 709 Power Building, Montreal, have been appointed agents for the Province of Quebec for the Polson Iron Works, Ltd., Toronto.

MR. B. J. HARPELL, 24 Aikins Building, Winnipeg, has been appointed Western Canadian agent of Glaholm & Robson, Ltd., Sunderland, England, manufacturers of wire rope of every description. Mr. Harpell has also secured the agency in Western Canada of the Richmond Safety Gate Company, Richmond, Ind., manufacturers of automatic and semi-automatic elevator gates, and all kinds of fire doors.

MR. J. NIBLOCK of the C.P.R., superintendent of the Calgary division, retired from the service November 1, after 35 years of railroading, 30 years of which he has spent in the West. He has been the Calgary superintendent since

1896, having gone there when headquarters were removed from Medicine Hat. Mr. C. S. Maharg, now superintendent at Medicine Hat, will fill the vacancy, while Mr. J. G. Taylor, at present superintendent at Moose Jaw, will take Mr. Maharg's place at Medicine Hat, and Mr. W. J. Urn, superintendent at Brandon, will be moved to Moose Jaw.

THE DUCKWORTH-BOYER ENGINEERING AND INSPECTION COMPANY, LTD., of Montreal, have taken over the business of Mr. Walter R. Duckworth, C.E., Inspecting Engineer, and have arranged with him to act as president and manager of the company. Mr. Duckworth is a graduate of McGill and an Associate Member of the Canadian Society of Civil Engineers. His past record of twelve consecutive years as chief inspector for the Dominion Bridge Company ranks him as an expert in this line of engineering. Mr. Aurelien Boyer, a graduate, with honours, of L'Ecole Polytechnique and an Associate Member of the Canadian Society of Civil Engineers, will act as vice-president. Mr. Boyer some years ago left the civil service in Ottawa, where he was occupying one of the best positions as engineer of the Department of Public Works, to extend his field of knowledge and acquire more experience. Before joining this company he was acting as Chemical Engineer and Superintendent of the works of Montreal industries. The company will give special attention to the inspection of bridges and structural work, tests of materials of construction; and reinforced concrete work, also expert examination and reports.

MR. F. W. COWIE, M. Can. Soc. C.E., of Montreal, will probably deliver a course of lectures on Harbour Engineering, before the fourth year students in the Faculty of Applied Science at McGill University. Mr. Cowie has had experience, which marks him as by far the man best fitted to deliver such a course of lectures. On his graduation from McGill in 1886, he at once entered the engineering offices of the Montreal Harbour Commission, transferring after some years to Ottawa. Later he had experience about the ports of the Great Lakes and also made a study of inland navigation. Some thirteen years ago he was appointed ship channel engineer for the St. Lawrence, where he had charge of much of the great improvement work which has been accomplished; and in 1907, resigned that position to become chief engineer for the Harbour Commission, Montreal. He accompanied Major Stephens on an extensive trip to study the chief ports of Europe and the work which these two gentlemen prepared on their return, is recognized as one of the most valuable on the subject ever published. More recently, Mr. Cowie drew up one of the two great plans for the improvement of the harbour of Montreal, which are now under consideration of a board of expert engineers.

MARKET CONDITIONS.

Montreal, November 3rd, 1909.

The United States is again going through the excitement experienced in 1903 at the beginning of the prolonged boom in iron and steel material. Notwithstanding the fact that there is in the neighborhood of one million tons of pig-iron held in store by various interests, coupled with the circumstance that output is to-day greater than at any other time in history, such is the confidence of consumers that prices are going up by leaps and bounds under the demand which is coming along from all parts of the country for all grades of metal. Standard Bessemer iron could be purchased in June at \$14.50 per gross ton, Valley furnace; it is now selling readily at \$19 per ton, for prompt delivery, with an advance of 50c. to \$1 per ton asked for delivery during next year. Foundry and basic grades have advanced in proportion and the tendency is still upward. The reasons for this advance are several, among which is the increased cost of raw material, such as ore and coke. Prices of Lake Superior ore have not yet been fixed for next year, but it is fully expected that it will be advanced at least 50c. per ton. Practically two tons of ore are used to make one ton of pig iron, thus adding \$1 to the cost; coke prices are fully \$1 per ton higher than they were two months ago and, approximately one ton of coke is used to make one ton of pig, another dollar is added to the cost of pig. Thus ore and coke will alone account for fully \$2 of the advance, the balance being made up of increasing demand made on available supplies of metal. The railway companies, which have been the most backward interests during the year, are again coming into the market liberally for locomotives and cars, and large quantities of rails, this circumstance alone accounting largely for the improved condition. But there seems to be no feature of the trade which is lacking in confidence and enthusiasm.

The English and Scotch markets, while not so excited as those of the United States, are showing a decided improvement. Scotch producers of pig-iron have recently got together, but have not been able to advance prices materially, although it is impossible to secure concessions on any tonnage for prompt shipment. Some are declining to make contracts for large deliveries during 1910. The English market is now at a higher point than at any time during the past two years, and as numerous enquiries are