

sent the money the city has spent on deep water piers for the ocean traffic. If the plan goes through, the Government will advance funds at 3 per cent. to the Commission to provide the additional terminal facilities demanded by the increase of freight for export arising from the growth of the Canadian Pacific and the completion of the Grand Trunk Pacific to this port.

Manitoba.

PORTAGE LA PRAIRIE.—A deputation waited on Hon. Robert Rogers and F. C. Patterson to secure a new telephone system to take the place of the obsolete outfit in use here. A central energy system was asked, but it was promised for next year. A new central exchange will, however, be erected here at a cost of \$25,000, on Campbell Street.

WINNIPEG.—The Dominion Bridge Company have commenced work on the Redwood Avenue Bridge, and will rush this work forward to completion.

WINNIPEG.—The City Engineer is being instructed to prepare estimates of the cost of new superstructures for Louise Bridge and the Main Street bridge; also an estimate of the cost of a bridge over the C.P.R. tracks at Brown and Brant Streets.

RECENT FIRES.

Ontario.

GALT.—Fire did damage to the extent of \$7,000 at the Crown Hat Company. The whole of the top storey was destroyed, together with the extensive stock. The building was owned by the town, and, with the contents, is fully insured.

OTTAWA.—The municipal asphalt plant was destroyed by fire early this morning. The building and machinery were practically destroyed, entailing a loss of several thousand dollars.

Manitoba.

SELKIRK.—The Selkirk Aerated Water and Bottling Works were destroyed by fire on July 24th. The complete machinery plant was destroyed. Sorensen and McDowell proprietors.

PERSONAL.

MR. D. J. ROBERTS has been appointed general manager of the Montreal and Southern Railway Company.

MR. R. B. EVANS, late of the C.P.R. Toronto sub-line, has been appointed engineer on the staff of the Superintendent of Parks, Toronto.

MR. E. L. MILES, assistant divisional engineer, C.P.R., who has been stationed at Embro, has for the present, been transferred to Woodbridge, Ont.

MR. R. H. CAMPBELL, Superintendent of Forestry, Ottawa, will spend the summer in the West, inspecting the various forest reserves within the railway belt.

MR. K. L. AITKEN, of Toronto, has been retained to make a test of the Producer Gas plant installed by the Colonial Engineering Company for the city of Chatham. There is no difficulty between the contractors and the municipality, this test being part of the agreement.

MR. C. B. HIBBARD, who has resigned as general manager of the Quebec, Montreal, & Southern Railway Company, came to Montreal nearly five years ago, when the property then known as the Quebec Southern Railway was at its lowest condition. It was placed under a receiver shortly after, and as general manager for the receiver, Mr. Hibbard greatly improved the railway and increased its traffic. This attracted the attention of officials of the Delaware & Hudson Company, who purchased the property in November, 1905. Mr. Hibbard has continued to manage the property since that date, and its present high condition is due to his efforts and effective work.

In 1907 British Columbia produced: Minerals, \$25,800,000; lumber, \$12,700,000.

REINFORCED CONCRETE CONSTRUCTION.

Although published with an entirely different object in view, the illustrated book, entitled "The Factory Behind the Great Arrow Car," presents a remarkably strong argument in favor of reinforced concrete, the material used throughout this plant of some 360,000 square feet of floor space at Buffalo, N.Y. The following is from the opening pages: "To get at the wherefore of this reinforced concrete construction, one must take counsel of the expert. Accepting Mr. Leonard C. Wason as a competent exponent of the process to which he has devoted most of his professional life, it appears that concrete of the usual mixture has three times the working strength of the very best brick work and seven times the strength of ordinary common brick work. Therefore, for columns, very much heavier loads can be carried on a given section, or smaller columns can be used, thus making a saving in floor space and in walls, permitting larger windows to be used. With floors, longer spans are possible, giving a freer floor space. The beam between the wall columns can be set above the floor slab, thus allowing the windows to be set higher, and at the same time forming the wall below the sills of the next storey. Reinforced concrete floors are very much more rigid than those of wood or of steel. Being built monolithic in large sections, with granolithic top, they are both germ and waterproof. There is no decay as with wood, but instead the cement becomes stronger with age. There have been long-time tests of cement showing a measurable increase for seventeen years. These floors are also very poor conductors of heat, thus reducing condensation when there is heat and moisture on one side and cold on the other side of either floor, wall or roof." To quote again from Mr. Wason: "This construction is especially adapted to heavy loads—the heavier, the greater the advantage to be obtained in price over wood. The heaviest floor yet built sustains a live load of 5,000-pounds per square foot on a span of 14 feet. In machine shops and foundries, where the loads are from 250 to 500 pounds per square foot, there is some advantage in first cost, while the greater rigidity enables the machines to run without vibration, thus enabling better work to be done and adding to the life and reducing the repairs necessary to the machines themselves. The floor is not affected by mineral or vegetable oils which may be spilled upon it, and is non-absorbent, so that it can be easily cleaned. Machines may be bolted through the slab of the floor without much difficulty. There are several convenient methods of attaching hangers for shafting to the ceiling. The best way is to embed bolts in the beams, projecting below a proper distance to receive wooden strips or steel channels, to which hangers for shafting may be attached."

MACHINERY WANTED.

No. 18.—A manufacturer of artificial stone would like to know at once where he can get red crushed stone to buy, or a machine suitable for performing the work.

MARKET CONDITIONS.

Toronto, July 30th, 1908.

There is not much that is new to be said about the state of business. Nor are there any startling features in the building trade. Hardware dealers find this one of the holiday months, but are still fairly busy on general orders of limited character. Structural steel moves but slowly, there being no new big orders to chronicle. The dullness in building is very noticeable the country over, Toronto dwellings being an exception. Roofing materials have gone still lower; cement is quiet at the reduction in price noted last week; some makers are disposed to cut prices, however. Accounts from the United States are hardly reassuring. Slackness in house-building and in railway extending disappoints the sanguine expectations of the spring, and prices fail to show the advance so confidently predicted. Metal markets in the United Kingdom show the features usual for some weeks. There is no activity in structural steel and not much in pig-iron.

The following are wholesale prices for Toronto, where not otherwise explained, although for broken quantities higher prices are quoted:—
Bar Iron.—\$2 base, from stock to the wholesale dealer.