

no description. The companies own about 1,500 acres of land, over which it was necessary to build streets, lay a large system of conduits, sewers and water pipes for supplying the various tenants. The hydro-electrical installation of the Niagara Falls Power Company consists of 110,000 H.P. in 21 units, all of this installation being made subsequent to 1892. Mr. Van Cleve had charge, either as principal or assistant, of all the designs for the Canadian-Niagara Power Company, other than electrical, was in charge of all said construction of the plant and transmission lines subsequent to December 1st, 1904. The installations of that company consist of a forebay, wheel pit and tunnel with a capacity of approximately 110,000 H.P., while the machinery installed during his connection with the Company aggregates over 50,000 H.P., together with the necessary power house, transmission station, conduits, etc. As consulting engineer, Mr. Van Cleve made reports on hydro-electric developments proposed in various places.

### CURRENT NEWS.

**Ottawa, Ont.**—Several hundred tons of pressed peat, prepared at Albert, near Ottawa, by the Canadian Department of Mines, are to be sold in Ottawa at the rate of \$3.25 per ton delivered. This is being done as a demonstration of the commercial success of Government experiments in preparing peat for fuel. The department claims that at this rate peat is equal to the best anthracite coal at \$6 a ton. They claim to be able to sell peat fuel at the works for \$2.25 a ton and make a profit. This is equal to hard coal at \$4 a ton. It is expected that within a short time private enterprise will be putting peat fuel on the market whenever bogs are found in the vicinity of population centres.

### SOCIETY NOTES.

**New Brunswick Municipal Union:** The annual convention of the Union of New Brunswick Municipalities will be held on October 19th and 20th at Woodstock, N.B.

### OBITUARY.

**Mr. David Murphy**, who superintended the construction of the lift locks on the Trent Canal for the Dominion Bridge Company, was killed on Tuesday, September 13th, at Montreal. Mr. Murphy was run down by an automobile whilst motor cycling.

## POSITIONS VACANT

THROUGH

## CANADIAN ENGINEER INFORMATION DEPT.

**Resident Engineer** wanted to superintend the installation of a hydro-electric plant in Alberta. Man with experience on crib dams preferred. Work commences immediately; good till February at \$100 a month and travelling expenses one way. Write Box I. D. 165, Canadian Engineer Office, Toronto.

**Railway Draughtsman** for work in Toronto, permanent position, \$75 a month. Box I. D. 166, Canadian Engineer Office, Toronto.

**Superintendent** for large machine shop and manufacturing establishment; man who can both direct and organize. Box I. D. 167, Canadian Engineer Office, Toronto.

**Business Manager** for power works of a large western Canadian city; to secure contracts and arrange terms for the sale of power; state salary. Box I. D. 168, Canadian Engineer Office, Toronto.

**Superintendent** for canal work; experienced in concrete construction. Box I. D. 169, Canadian Engineer Office, Toronto.

**Draughtsman:** Two first-class men accustomed to tool designing. Box I. D. 170, Canadian Engineer Office, Toronto.

## MARKET CONDITIONS.

Montreal, September 21st, 1910.

In the United States iron and steel markets, interest is centred principally in the pig-iron situation. Buying for the new year generally commences about the end of September, so that furnaces have been looking for some activity to develop this month. There has been some inquiry, but buyers are apparently not willing to take the iron at higher than present prices, while furnaces are not desirous of doing business for 1911 at the present levels. The market is waiting to see what will turn up in this connection. The principal buyers during the past week have been pipe works. Southern sellers for the most part are holding for \$11.50 for No. 2 iron, but sales have been made at \$11. Billets and sheet bars are weak, and buyers are bidding under \$24.50, Pittsburg, for billets. The United States Steel Corporation is operating 67 per cent. of its blast furnaces' capacity, 45 furnaces being now idle, against 42 at the beginning of September, 39 at the beginning of August, and 35 at the beginning of July. Quite an active demand developed for pig-iron for a day or two recently, but this has again subsided.

The course of the steel market since the first of the month has been disappointing to manufacturers. They expected a buying movement of no small proportions to set in in September, but so far there has been little change from the August figures. This is likely to be followed by small earnings in the last quarter. Earnings from cement and transportation will not be so much in evidence in the last three months of the year, and deliveries of steel will be on a lower price average. These factors will contribute toward a severe reduction in the income of all steel companies unless there is a decided improvement in the volume of new business particularly from the railroad companies. Steel production to-day ranges from 70 to 80 per cent. of capacity.

There are a number of railroads in the market for steel rails for delivery in the near future. This is taken as an indication that rails are badly needed, although the roads are not inclined to make commitments far ahead. Prices for steel rails remain unchanged at \$28 a ton for standard sections, and there are no prospects of a change in quotations.

In England, conditions throughout the iron and steel markets are a little more active than formerly. Prices, however, continue practically unchanged, save for daily fluctuations, which are of little consequence. The labor situation is causing some uneasiness, but so far as can be learned on this side they are not influencing the situation greatly. Reports from Germany and Belgium are fairly satisfactory.

The pig-iron and steel markets throughout Canada are in a very satisfactory condition. One of the largest manufacturers reports that business for the past year has been 40 per cent. better than the previous year. There is a good deal of buying not only among Canadian furnaces, but for importation from Great Britain. Hamilton and Midland furnaces are both booked up for the first quarter of 1911. The Canadian mills are generally well filled up with orders until the end of this year. The Dominion mills and those at the Soo are filled until January 1st, and Nova Scotia Company is probably in the same condition.

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

**Bar Iron and Steel.**—The market holds dull and steady. Bar iron, \$1.90 per 100 pounds; best refined horseshoe, \$2.15; forged iron, \$2.05; mild steel, \$2.95; sleigh shoe steel, \$1.90 for 1 x ¾ base; tire steel, \$2.00 for 1 x ¾ base; toe calk steel, \$2.40; machine steel, iron finish, \$2.00; imported, \$2.05.

**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 year will be the largest in the history of the country. Prices on foreign fibre, 55c. per roll; dry fibre, 45c. (See Roofing; also Tar and Pitch). (164).

**Cement.**—Canadian cement is quotable, as follows, in car lots, f.o.b. Montreal:—\$1.35 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.**—The market is unchanged, being now per 100 lbs., as follows:—¼-in., \$5.30; 5-16-in., \$4.70; ¾-in., \$3.90; 7-16-in., \$3.65; ½-in., \$3.55; 9-16-in., \$3.45; ¾-in., \$3.40; ¾-in., \$3.35; ¾-in., \$3.35; 1-in., \$3.35.

**Coal and Coke.**—Anthracite, egg, stove or chestnut coal, \$6.75 per ton, net; furnace coal, \$6.50, net. Bituminous or soft coal: Run of mine, Nova Scotia coal, carload lots, basis, Montreal, \$3.85 to \$4 per ton; cannel coal, \$5 per ton; coke, single ton, \$5; large lots, special rates, approximately ¼ f.o.b., cars, Montreal.

**Copper.**—Prices are strong at 13½ to 14c.

**Explosives and Accessories.**—Dynamite, 50-lb. cases, 40 per cent. proof, 1cc. in single case lots, Montreal. Blasting powder, 25-lb. kegs, \$2.25 per keg. Special quotations on large lots of dynamite and powder. Detonator caps, case lots, containing 5,000, 75c. per 100; broken lots, \$1; electric blasting apparatus:—Batteries, 1 to 10 holes, \$15; 1 to 20 holes, \$25; 1 to 40 holes, \$35; 1 to 40 holes, \$50. Wire, leading, 1c. per foot; connecting, 50c. per lb. Fuses, platinum, single strength, per 100 fuses:—4-ft. wires, \$3; 6-ft. wires, \$3.54; 8-ft. wires, \$4.08; 10-ft. wires, \$5.

**Galvanized Iron.**—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, \$4.10; Colborne Crown, \$3.85; Apollo, 10¼ oz., \$4.05. Add 25c. to above figures for less than case lots; 26-gauge is 25c. less than 28-gauge, American 28-gauge and English 26 are equivalents. 25 are American 10¼ oz., and English 28-gauge.

**Galvanized Pipe.**—(See Pipe, Wrought and Galvanized).

**Iron.**—The market is steady and prices unchanged. Following are the prices, on cars, ex-wharf, Montreal:—No. 1 Summerlee, \$20.50 to \$20.75 per ton; selected Summerlee, \$20 to \$20.25; soft Summerlee, \$19.50 to \$19.75; Carron, special, \$20 to \$20.50; soft, \$19.50 to \$20; Clarence, \$17.25 to \$17.50; Cleveland, \$17.25 to \$17.50 per ton.

**Laths.**—See Lumber, etc.

**Lead.**—Prices are easier, at \$3.35 to \$3.45.

**Lead Wool.**—\$10.50 per hundred, \$200 per ton, f.o.b., factory.