

engineers will consider this invention seriously there will have to be further developments. Should the directors of the Toronto Exhibition be successful, the exhibit will undoubtedly prove one of, if not the most, interesting displays at the fair grounds, not only to laymen and children, but to engineers, particularly those dealing with the problem of overland transportation. It will most likely be looked at from the same view point as are the "Midway" shows—"something novel, something new," and not because of its possibilities in revolutionizing transportation. It is well that this invention has only reached the model stage, and that the model only will come to Toronto, if it comes at all. If this were not the case it is quite likely that a number of the more venturesome people would take the proposed trip across the Bay, and a few more names would be added to the season's drowning list.

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What should prove a valuable addition to technical literature is a journal, entitled "Waterproofing." The first number was published last month, and if the ensuing numbers are as good as this one the subscription price, which is \$1 per year, will be well spent. The programme of the editor, Mr. Myron H. Lewis, C.E., shows that the paper will deal with waterproofing of buildings, foundations, tunnels; in fact, all engineering works where it is necessary. Many well-known names appear on the list of contributors. The publication office is at 8 and 10 Burlington Slip, New York.

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A tribute has been paid to the Canadian Pacific Railway by a British officer. Lieut.-Colonel Burnby Campbell has completed a trip around the world in forty days, nineteen and a half hours. The trip was made via Quebec, Vancouver, Yokohama, Vladivostock, and Moscow. The officer left Liverpool at 7.20 p.m. on May 3rd, the actual time table for the trip, as given in the Canadian Gazette, being as follows:—

May 10th (3 p.m.), arrived Quebec.
 May 10th (5 p.m.), left Quebec.
 May 14th (5 a.m.), arrived Vancouver.
 May 14th (12.30 p.m.), left Vancouver.
 May 26th (5 a.m.), arrived Yokohama.
 May 27th (7 p.m.), left Yokohama.
 May 28th (9.30 a.m.), arrived Tsaruga.
 May 28th (6 p.m.), left Tsaruga.
 May 30th (2.15 p.m.), arrived Vladivostock.
 May 30th (7 p.m.), left Vladivostock.
 May 31st, arrived Harbin.
 June 4th, arrived Irkutsk.
 June 10th (2.38 p.m.), arrived Moscow.
 June 10th (6 p.m.), left Moscow.
 June 11th, left Warsaw.
 June 12th, left Berlin.
 June 13th (11 a.m.), left Ostend.
 June 13th (2.50 p.m.), arrived Dover.

The traveller found that the part of the journey on the Canadian Pacific system, on the Atlantic, across the continent, and on the Pacific, was by far the best. The colonel is reported to have expressed the opinion that the "magnificent steamers of the Canadian Pacific" were especially to his liking. The worst part of the journey was the fourteen days and nights on the trans-Siberian Railway. The Canadian Pacific is to be congratulated.

The town of Bracebridge, Ont., owns a water-power, operating its own water and electric systems, and disposes of its surplus power for manufacturing purposes at a rate below that charged by power corporations at the big power stations on the Niagara and St. Lawrence. It is the water-power that has been the attraction to Bracebridge for manufacturers. Within the town limits and adjacent to them are thousands of horse-power for the most part running to waste.

MARKET CONDITIONS.

Montreal, Aug. 1, 1907.

There has been considerable fluctuation in prices in the English market during the past few weeks, and the level is again fairly low. These fluctuations, being speculative, have not in any way affected the general market. Shipments of iron are still going on actively, and a number of furnaces, as usual at this season of the year, are out of blast. There is much scarcity in Scotch brands, particularly for No. 1, which is almost unobtainable at the moment. Prices on such grades are as high and are being held as firmly as at any time in the past year. While English markets have been fluctuating, good Scotch brands have been sold up to the limit, so that prices have been fully maintained.

The American market shows a slightly better tone. Inquiries are coming in more readily for both foundry and Bessemer irons, and there promises to be another buying period, even though it be only of moderate extent. As a result of the increase in inquiry, prices are being well maintained. It is said that the United States Steel Corporation is in the market for a considerable tonnage of Bessemer steel, and this has a tendency to keep prices of this class of metal at a higher level.

The local market shows very little change, although there is a distinctly better inquiry. Prices are not materially altered, but it would seem as if consumers no longer anticipate a material reduction in prices, and some of them have at last decided to place their orders for late summer and fall deliveries. Some importers and makers report having booked more orders during the past week than for the previous month. This, however, is only to be expected, as purchases for fall requirements cannot much longer be delayed.

Antimony.—The decline in antimony continues, quotations being now 14½ to 15c. The market has been exceptionally weak for some time past, and prices have declined fully 60 per cent. The general expectation is that they will decline still further, as present prices are nearly double those of a few years ago.

Bar Iron and Steel.—Dealers report trade brisk and prices steady. Quotations are: Bar iron, \$2.20 per 100 pounds; best refined horseshoe iron, \$2.60, and forged iron, \$2.45; mild steel, \$2.25 per 100 pounds; sleigh shoe steel, \$2.25 for 1 x ¾-base; tire steel, \$2.40 for 1 x ¾-base; toe calk steel, \$3.05; machine steel, iron finish, \$2.40; base and reeled, \$2.85.

Boiler Tubes.—Trade is active and prices are steady. Quotations are: Two-inch, 8 to 8½c.; 2½-inch, 10¼ to 10¾c.; 3-inch, 12c.; 3½-inch, 15 to 15¼c.; 4-inch, 19¼ to 19½c.

Cement—Canadian and American.—Supplies are exceptionally light and demand is active. Canadian prices are steady at \$1.90 to \$2 per bbl., in cotton bags, and \$2.20 to \$2.30 in wood, weights in both cases, 350 lbs. There are four bags of 87½ pounds each, net, to a barrel, and 10 cents must be added to the above prices for each bag. Bags in good condition are purchased at 10c. each. Where paper bags are wanted instead of cotton, the charge is 2½ cents for each, or 10 cents per barrel weight. American cement is steady at \$1.10 per 350 pounds, basis Lehigh mills, conditions being the same as in the case of Canadian mills, save that when the cotton bags are returned in good condition, only 7½ cents is allowed for them.

Cement.—English and European.—English cement is unchanged at \$1.80 to \$1.90 per barrel in jute sacks of 82½ pounds each (including price of sacks), and \$2.10 to \$2.20 in wood, per 350 pounds, gross. Belgian cement is quoted at \$1.75 to \$1.90 per barrel, in wood. German is \$2.52 to \$2.55 per barrel of 400 pounds for Dyckerhoff.

Copper.—As indicated a week ago, the market for copper has been firm, and is at the present time, perhaps, ½c. higher at 23 to 23½c. per pound. Demand throughout the market continues very encouraging, and there is no immediate likelihood of a decline.

Iron.—Inquiry has increased to such an extent that any tendency the market may have had to decline has been