

and joint system from Coquitlam Lake. The sum of \$75,000 was also asked for road improvements.

VANCOUVER.—The Burnaby Council have passed the by-law allowing the British Columbia Electric Railway to construct and operate a line through the municipality from Hastings Township to New Westminster. The line is to run from Boundary Road along the south side of Burnaby Lake to the North Road and through to New Westminster.

MISCELLANEOUS.

Quebec.

MONTREAL.—Improvements to streets and other works, estimated to cost \$33,665, have been authorized by the council. The work will be done by day labor.

Ontario.

OWEN SOUND.—Mr. R. McDowall, C. E., has estimated the cost of constructing a drydock here, at \$225,000.

CHIPPEWA.—Favorable progress is being made on the buildings which are being erected here by Messrs. Fitzgerald and Bennie.

CURRENT NEWS.

Ontario.

WELLAND.—Mr. D. H. Philip, C.E., of Ottawa, Mr. R. Chatfield Ross, of Pt. Robinson, and Mr. Wm. Hoff, of Chippewa, are at Welland. They will make surveys in connection with the proposal to raise the level of Lake Erie. Estimates of land damages are being prepared.

Quebec.

MONTREAL.—A merger has just been consummated between the Rhodes, Curry Co., of Amherst, N.S., the Canada Car Co., and the Dominion Foundry Company, of Montreal. Mr. N. Curry of Amherst will be general manager of the company, whose capital will probably be \$8,500,000.

PERSONAL NOTES.

MR. J. W. CALDER, B.A. Sc., formerly of Blyth, Ont., is now located at Guelph, Ont.

MR. A. B. WALKER, formerly with the Canadian Fairbanks Company, is now with H. W. Petrie Co., Limited, of Toronto and Montreal, in the machinery department.

MR. ROBERT CREELMAN, formerly commercial agent of the Canadian Northern Railway, was last week appointed to the position of assistant general passenger agent.

MR. L. MERRIMAN, consulting engineer, of Chicago, who was recently in Regina looking over the waterworks, has been appointed by the Town of Dauphin, Man., to outline a scheme for waterworks there.

MR. KICKI KOBORI, M.E., chief electrical engineer of the Nji River Electric Company, at Kyoto, Japan, was at Niagara Falls last week inspecting the works of the power companies, with a view to gathering information as to the installation and operation of power plants. His company will construct the biggest plant in Japan.

OBITUARY.

MR. GEO. TAYLOR, a well-known railway contractor, died at Brockville, Ontario, on October 13th. Mr. Taylor was a former traffic manager of the Canada Atlantic Railway, and built many sections of the Grand Trunk, Canadian Pacific and Intercolonial Railways, and also a part of the Soulanges Canal. He was unmarried, and 58 years of age.

MR. E. ELSTNER FISHER, until a few weeks ago, general manager and chief engineer of the T. H. & B. Railway, Hamilton, Ontario, died on Wednesday, October 13. Mr. Fisher was a member of The Canadian Society of Civil Engineers, and has been connected with the T. H. & B. in the capacity of general superintendent since the road was built, fifteen years ago. He was educated at the United States Academy at Annapolis, and before beginning his railroad career held a commission as lieutenant in the United

States navy. Later he was resident engineer with the Pennsylvania road, and then joined the staff of the New York Central, leaving that road to become superintendent of the T.H. & B. He soon made for himself a reputation as a thoroughly efficient railroad man, and under his management the T. H. & B. Railway became a very popular line. He also showed a fine public spirit, ever ready to give his assistance to any movement for the benefit of the city of his adoption. He took a prominent part in athletics, and was a lover of every honorable sport. Personally he was clear sighted, honest, far-seeing and enthusiastic, and made friends easily. He was 56 years of age on Sunday last.

LATE CONSTRUCTION NEWS.

RAILWAYS—STEAM AND ELECTRIC.

Ontario

COBOURG.—The Toronto & Eastern Railway, through Mr. F. L. Fowke, M.P., will apply for a charter to build an electric railway from Cobourg to Toronto, via Bowmanville, Whitby and Oshawa.

LONDON.—The South-Western Traction Company's line, running between London and Lake Erie at Port Stanley, was sold by auction on October 20th, to Mr. J. E. McDougall, of London, representing a syndicate of London, Toronto and Hamilton capitalists. He paid \$455,000 in cash and assumed \$80,000 indebtedness, the total price being \$55,000 above the reserve, C. C. Giles, Montreal, the next highest bidder, running it up to \$450,000 and \$80,000 debt. Mr. Giles, represented the bondholders, the majority of whom live in Edinburgh, Scotland. The London Street Railway Company, of which H. A. Everett, Cleveland, is president, had a cheque in for \$350,000.

The Chicago, Milwaukee & St. Paul has ordered 250 all-steel passenger cars, of which 160 are for the western coast extension and 90 cars to be used on the old lines. The St. Paul is the first western line to place a big order for the expensive steel cars of the non-telescoping type. The Harriman lines have recently ordered 600 such cars and the Pennsylvania road in the east was a pioneer in buying 500 cars of the improved kind.

MARKET CONDITIONS.

The market for pig-iron, especially for steel making iron, continues very strong in the United States. Bessemer grades have advanced 50c. per ton during the past week, as a result of the very heavy turnover. Basic grades have been liberally dealt in, the advance being about 25c. per ton. Foundry grades are not quite as active as during the previous few weeks, but there is still a large turnover at firm prices. English iron is commencing to come in at Atlantic coast points and this has a tendency to prevent further advances in prices of domestic grades in that section. On the whole, the market has a very healthy tone, not only for pig-iron but for all classes of iron and steel material, the feeling amongst the trade being strongly in the direction of gradually advancing prices and a continuance of good orders. The railway systems are not only placing heavy rail orders but have come into the market with several large orders for locomotives, cars, etc., thus materially strengthening the market.

England and Europe continue about as before, the tendency of prices being in the upward direction. Advances, however, have been immaterial, save on pig-iron, manufactured articles being sold for prompt shipment at prices which have prevailed during the past two or three months. The tendency is, however, to ask higher prices for future deliveries.

Locally, the market is in excellent condition, not only as to prices but also as to the tonnage changing hands. Makers are heavily booked ahead and are being pressed to take on further orders. Prices are advancing, and the likelihood is that next year will see them considerably higher, as costs and material will be dearer than they were the present year. It is expected that iron ore prices will be advanced at least 50c. per ton, which is \$1 or more per ton on pig-iron.

Coke prices have shown an advance of at least \$1 per ton, which will add another dollar to pig-iron, besides which, dealers are face to face with a further reduction in government bounties, which will add practically \$3 to the cost of production of pig-iron in 1910, as compared with 1909. Makers will naturally desire to recoup themselves for this additional cost and consumers will be compelled to pay higher prices.

The markets for finished and semi-finished products were all very steady again this week, as will be seen from the following list:—

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, 11¼c.; 3½-inch, 14 1-2c.; 4-inch, 18 1-2c.