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Copies of the Canadian Engineer for October 2nd, 1908,
are required. Any subscriber who is not binding his En-
gineer will have his subscription extended if he will send
in a copy.

CANADIAN SOCIETY OF CIVIL ENGINEERS' ANNUAL MEETING.

Remember the dates, Thursday, Friday, and Satur-
day, January 28th, 29th and 30th, 1909; the place,
Toronto—and look out for a live, business-like, pro-
gressive gathering. In the meantime plan to be there.

THE TRADE OUTLOOK.

Now that elections are over the business world in
Canada and the United States is settling down to work.
The activity during the past week has been marked, and
is a fair indication that this winter will be at least an
average one as far as building and engineering are con-
cerned. When the panic came a year ago many large
schemes had been planned for. In many cases designs
had been completed. The growth of the last few years
taxed the transportation companies, and new lines and
heavier equipment were demanded. Terminal facilities
were inadequate. Business houses required more floor
space, and factories were planning for additions. With
the easier conditions in the money market and the return
of confidence many of the deferred extensions will be
taken up.

The cost of construction has fallen almost 15 per
cent. during the past year, due partly to the lowering of
prices on raw material and partly to the increased
efficiency of the workmen—an efficiency brought about
by the lessening of the number of opportunities to secure
work. This week in New York orders for structural
steel were placed at \$4 per ton below the figures of a few
months ago, and orders for bridge steel were filled at \$6
per ton below the prices that have prevailed. This
lowering of prices has increased considerably the volume
of business, and this activity will revive many subsiding
important industries.

The railroads are ordering new rolling stock, and
this will increase the demand for steel plates and shapes,
and some of the larger companies are expected to place
this month their order for rails for 1909.

A hopeful tone pervades the business world, and a
growing improvement in the business conditions is likely
to be noticed during the winter months.

ELECTRIFICATION OF THE ST. CLAIR TUNNEL.

It was a historic event, the acceptance on November
12th, 1908, by the St. Clair Tunnel Company of the
electric equipment, installed by the Westinghouse Elec-
tric Company between the towns of Port Huron, Mich.,
and Sarnia, Ont.

The St. Clair Tunnel was opened for traffic in 1890
and operated by the St. Clair Tunnel Company, a com-
pany organized as a subsidiary company to the Grand
Trunk Railway System. So much has been written about
this piece of engineering work that little more is required
to be said. The total length of tunnel is over 6,000 feet,
made up of 2,399 feet on a 2 per cent. grade at the west,
1,000 feet of 0.01 per cent. under the bed of the river,
and 1,918 feet of 2 per cent. grade coming up to the
Canadian portal. It was not long before the capacity of
the tunnel was taxed to the utmost, and about the time