

pointed manager of the Nelson, B.C., Street Railway. Mr. Poulton, who for the last year and a half has been connected with the city's power plant is an Englishman, and has had a great deal of experience in electric traction having had the management of a tramway system in the Old Country. Mr. Poulton will enter upon his duties as general manager of the Nelson system on May 1st.

**Mr. J. Drinkwater**, who was formerly roadmaster of the Smith's Falls-Montreal division of the C.P.R., but who has for the past year held a similar position on the Temiskaming and Northern Ontario Railway, has just been promoted to the position of inspector of work and forces in the road department over all the lines of the T. and N. O.

**Mr. C. H. Cagnat, A. M. Can. Soc. C. E.**, who has been attached to the head office engineering staff of N. Y. Railway, has been transferred to re-measuring work, commencing on District F.

**Mr. R. W. Farley, M. Can. Soc. C. E.**, has resigned his position as city engineer of Hull, Que.

**Mr. R. G. Harris** has been appointed manager of the Street Cleaning Department, Toronto. Mr. Harris is also Property Commissioner.

**Mr. M. K. Cowan, K.C.**, of Montreal, solicitor of the Grand Trunk Railway, has resigned that position and has joined the firm of Beatty, Blackstock, Fasken & Chadwick of Toronto. Since December, 1904, when Mr. Cowan was appointed assistant solicitor to the Grand Trunk Railway, he has been prominently identified with all the big legal adjustments of the corporation, and has appeared as counsel in all the important cases before the Railway Board. During January of this year he was made solicitor. In 1890 Mr. Cowan was admitted to the Bar and opened practice in Windsor.

Entering politics he was elected for South Essex to the Dominion House in June, 1896, defeating the late Dr. S. A. King. In 1900 he defeated Louis Wigle, but was not a candidate in 1904. During his Parliamentary career he was Chairman of the Private Bills Committee of the House.

**Mr. Arthur A. Ridler**, graduate of the Faculty of Applied Science 1907, and late of the Roadway Department, City Engineer's office, Toronto, has been appointed engineer for the Constructing and Paving Company, Toronto.

## OBITUARY.

**Mr. Zaccheus John Fowler**, of O'Brien, Fowler & McDougall Brothers, who have contracts for constructing sections of the National Transcontinental and Canadian Northern Railways in the vicinity of Port Arthur, died at Ottawa, on Wednesday, April 20th.

## SOCIETY NOTES.

**British Columbia Land Surveyors.**—Candidates who have passed the preliminary examination, April, 1910, for admission to the study of land surveying are as follows: B. Le M. Andrew, A. E. Baker, H. K. Balcombe, I. Barsley, F. R. Brown, W. A. Cameron, H. J. Carswell, Alex. Cook, D. Cran, H. B. Dart, J. H. Disney, H. M. Elliott, Ronald Gillespie, Sholto Gillespie, Henry Gray, F. M. Hills, R. P. Hore, Leslie Julier, C. M. Lucas, V. A. McDonald, D. J. McGugan, L. Priestley, S. Rich, T. Rognaas, J. Walter Stevens, B. W. Sutherland, G. C. Tassie, Livingston Thompson, J. T. Underhill, J. Urquhart, Otway Wilkie, Thomas H. Wilkinson, R. S. Worsley, Alleyne Wright.

**The American Society of Engineering Contractors.**—The results of the second ballot for the officers of the American Society of Engineering Contractors are announced. The officers elected at the first ballot were:—President, D. E. Baxter; first vice-president, H. P. Gillette; second vice-president, A. F. Byers; directors, W. D. Lockwood, DeWit V. Moore, E. Wegmann, D. J. Hauer, the secretary, has offices in the Park Row Building, New York City.

**Ottawa Branch, C.S.C.E.**—On Wednesday, May 4th, Mr. C. R. Coutlee, M. Can. Soc. C. E. will address the Ottawa branch of the Canadian Society of Civil Engineers, on "Water Power Possibilities of the Ottawa River." This was postponed from April 13th. Mr. R. F. Uniacke, M. Can. Soc. C. E., bridge engineer of the Transcontinental Railway will address the society on the subject of "bridges," on May 25th.

## TENDERS.—Continued from Page 428.

**Winnipeg, Man.**—Tenders will be received until May 16th, for the following:—Conduit, construction conduit runs, sub-station transformers and switching apparatus. (Advertised in The Canadian Engineer). M. Peterson, Secretary, Board of Control.

**Cuelph, Ont.**—Tenders will be received by Wm. Pantou, County Clerk, Milton, Ont., up to May 3rd, for the construction of a reinforced concrete arch and viaduct. (Full particulars advertised in The Canadian Engineer).

**Vancouver, B.C.**—Tenders will be received until May 31st, for the installation of a garbage destructor plant at the Bridge Street yard on the south side of False Creek, in the City of Vancouver. W. McQueen, City Clerk. (Advertised in The Canadian Engineer).

## MARKET CONDITIONS.

Following the quotations of the various articles listed in the markets will be found in brackets numbers, thus (10). These numbers refer to the list number of advertisers on page 3 of this issue and will assist the reader to quickly find the name and address of a firm handling any particular article. Buyers not able to secure articles from these firms at the prices mentioned will confer a favor by letting us know.

Montreal, April 28th, 1910.

The decision of the United States Steel Corporation to advance the wages of its employees on May 1st, is causing astonishment among the iron and steel producers of the United States. It would seem that a few of these producers are likely to follow the lead of the big concerns, while the great majority were refraining from doing so. The feeling of astonishment is due to wages being advanced at this particular juncture, inasmuch as the demand is lighter than previously, and the production is falling off rather than increasing. A number of furnaces are likely to blow out almost immediately, and several others are only waiting until the end of the month to see whether conditions will improve by that time or not. Three or four merchant furnaces in the Central West blew out recently, and in the East six furnaces are cold and four more will go out, thus reducing production by ten to fifteen per cent. 75 per cent. of the merchant pig-iron stock throughout the country is foundry iron, while of the remainder there is much more Basic than Bessemer, but Bessemer is accumulating rapidly, since deliveries were completed in the past fortnight on large sales of independent Steel interests for delivery over the first quarter. Prices of iron are holding about steady. Philadelphia quotes Basic at \$17.50 per ton. There can be no longer any question that the billet market has definitely declined, the reduction in price being owing to an increase in supplies. For regular deliveries, every three months, the price would be \$30 Philadelphia, although odd lots could be picked up at 50c. less.

In Great Britain there is a slight concession in speculative prices. Actual producers are not making much change, especially where future deliveries are required. Scotch makers are still strong in their views and the tendency of prices is slightly upwards. There seems to be a very fair business going on, both on account of the home and export trade. On the whole, the situation in England seems to be more hopeful than in the United States.

During the present week, will arrive in Montreal the first direct shipments of iron of the season. Stocks in store are entirely depleted, so that the arrival of iron will be welcomed. The new arrivals will naturally be quoted cheaper on the wharf than the old stock is in store. The general business situation in Canada is most encouraging. This is reflected to no small extent in the market for pig-iron, steel and semi-finished products, the demand for all of which is excellent. Unless the advance in these products takes place shortly, it would almost seem as though the occasion for an advance had gone by. There have been predictions of advances in these lines for fully a year past, and although similar goods have gone up in price in other places, they do not seem to have done so here.

Prices are as follows:—

**Antimony.**—The market is steady at 8¼ to 8½c. (111).

**Bar Iron and Steel.**—The market promises to advance shortly. Bar iron, \$1.90 per 100 pounds; best refined horseshoe, \$2.15; forged iron, \$2.05; mild steel, \$1.90; 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, \$1.95; imported, \$2.20 (111, 119).

**Building Paper.**—Tar paper, 7, 10, or 16 ounces, \$1.50 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:—\$1.20 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. (26, 164).

**Chain.**—Prices have advanced considerably of late, being now as follows per 100 lbs.:—¼-inch, \$5.10; 5-16-inch, \$4.50; ¾-inch, \$3.70; 7-10-inch, \$3.45; ½-inch, \$3.35; 9-16-inch, \$3.25; ¾-inch, \$3.20; ¾, 7/8, and 1-inch, \$3.15.

**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,