

MR. JOHN MOONEY, Sarnia, Ont., has been appointed assistant superintendent of motive power of G.T.P., with headquarters at Rivers, Man.

MR. ALEXANDER DOW, of Detroit, has been retained by the city of Toronto as consulting engineer in connection with the municipal light and power distribution scheme.

MR. J. M. R. FAIRBAIRN, formerly C.P.R. division engineer at Montreal, has been appointed principal assistant engineer of the Canadian Pacific.

MR. C. B. BROWN, formerly of St. John, has been appointed division engineer of the Eastern Division of the Canadian Pacific, with office at Montreal, Que.

MR. FRANK TAYLOR has been appointed division engineer of the Lake Superior Division of the Canadian Pacific, with office at North Bay, Ont.

MR. G. L. WETMORE has been appointed division engineer of the Atlantic Division of the Canadian Pacific, with office at St. John, N.B.

MR. ELWOOD GRISSINGER, E.E., A.M.A.I.E.E., has opened an office at 924 White Building, Buffalo, N.Y., as a consulting electrical and mechanical engineer.

MR. K. A. MACKENZIE, B.A.Sc., editor of "Applied Science," Toronto University, has returned from the Yukon, where he was engaged as mining engineer on one of the Guggenheimer properties.

MR. A. G. McFarlane, hitherto one of the assistant district engineers on District F of the National Transcontinental Railway, has been promoted to the position of chief engineer of District D.

MR. W. G. BLIGH, M. Inst. C.E., and author of "The Practical Design of Irrigation Works," is making a short visit in Toronto. Mr. Bligh has just returned from the Irrigation Convention at Vernon, B.C., and is on his way home to England.

MR. R. S. LEA, consulting engineer, of Montreal, has just returned from a trip to Europe, during which he visited several of the most important water filtration and sewage disposal plants and experimental stations in Great Britain and the Continent.

MR. HARRY PENNINGTON, Lumberman's National Bank Building, Houston, Texas, has been appointed Texas agent for the Wheeler Condenser and Engineering Co., of Carteret, N.J. Mr. Pennington has been engaged in the practice of mechanical engineering in Houston for a number of years, and has been identified with many of the large enterprises in that section, having had charge during the past seven years of engineering construction work costing over \$2,500,000. He is at present consulting engineer for the Galveston waterworks, engineer for Houston and Fort Bend counties, president of the South-Western Engineers' and Architects' Clubs, and Chief Engineer Officer of the State of Texas.

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

(Continued from page 744.)

5383—Oct. 7—Granting leave to the Wheatley Telephone Co. to erect, place and maintain its wires across the track of the P.M. Railway on the east side of the 18 and 19 side-road, Township of Romney, County Kent, Ont.

5384—Oct. 6—Authorizing the C.P.R. to construct branch line to and into the premises of the Peel Lumber Co., Lot 75, parish of Peel, County Carleton, N.B.

5385—Sept. 15—Dismissing complaint of Stockton & Mallinson, Limited, Regina, Sask., re alleged unreasonable rates charged on oranges from points in the State of California, U.S.A.

5386—Oct. 6—Granting leave to the British Columbia Telephone Co. to erect, place and maintain its wires across the track of the C.P.R. at Clayburn Station, B.C.

5387—Sept. 1—Dismissing complaint of the Canadian Cannery, Limited, complaining against rate of forty cents per hundred pounds charged on carload of canned vegetables, Trenton to Englehart, Ont., shipped on the T. and N.O. and Central Ontario Railways; also on the C.P.R.

5388—Oct. 6—Granting leave to the British Columbia Telephone Co. to erect, place and maintain its wires across the track of the C.P.R. at Mission Junction, B.C.

5389—July 29—Dismissing application of Doolittle & Wilcox, of Dundas; J. R. Murray, of Terra Cotta; Walter Webster, of Inglewood; Thos. Foster, of Cheltenham; Mr. Cummings, of Terra Cotta; Mr. Fleming, of Glen Williams; Hugh Logan, of Glen Williams; William Logan, of Glen Williams; T. McBride, of Terra Cotta; R. Carl, of Credit Forks; John Webb, of Inglewood; J. Maloney, of Schaw, and D. Robertson, of Milton, stone quarry operators of the Province of Ontario, for an order disallowing the proposed increase in freight rates for the carriage of stone upon the railways of the C.P.R. and the G.T.R.

5390—Aug. 13—Dismissing application of Alex. Pilon, of Casselman, Ont., for order fixing additional sum to be charged by C.A.R. Co. for switching and handling of traffic to and from siding.

5391—Sept. 14—Ordering the C.P.R. to refund to the Independent Lumber Co., of Regina, Sask., demurrage charges on car No. 56928 at Craik, Sask., and Nos. 29401 and 56512 at Regina, Sask.

5392—Oct. 6—Ordering J. H. Cockburn to construct and maintain a suitable culvert under the C.N.O.R. to carry off the water at Lily Lake, one-quarter of a mile south of C.N.O.R. station, Lake Joseph, Township of Humphrey, Ont.

5394—Sept. 15—Ordering the C.P.R. to construct a spur track or transfer track from its line of railway at Holmfield, Man., to the line of the C.N.R.

MARKET CONDITIONS.

Toronto, October 15th, 1908.

Features in the building trade are by no means prominent this week. Conditions in the cement trade have not improved, bricks are quiet, lumber cannot be termed active, while structural steel shows limited activity. We speak now of the local situation. In the United States, a decline is reported in structural steel contracts placed, pig-iron has been more active, however, and bar-iron is easy, with light demand. European war clouds have made a flurry in tin, Singapore being quite strong, but the metal sagged back after a few days' fever. Copper has felt the European uneasiness, too, but prices in New York Tuesday were much as before.

Among Toronto machinery dealers we can find no particular stir. This, however, is not the busiest time of year for them. Planers and lathes are moving, but not busily; some gas engines are always selling. It is noticeable, in contractors' supplies, that the demand is for goods immediately required, and that no one apparently, is doing any speculative ordering.

The following are wholesale prices for Toronto, where not otherwise explained, although for broken quantities higher prices are quoted:—

Antimony.—Price unchanged at 83¢, with moderate demand here, but prices are advancing outside.

Axes.—Standard makes, double bitted, \$8 to \$10; single bitted, per dozen, \$7 to \$9.

Bar Iron.—\$1.95 base, from stock to the wholesale dealer.

Boiler Plates.— $\frac{3}{4}$ -inch and heavier, \$2.40. No special activity.

Boiler Tubes.—Demand limited. Lap-welded, steel, $1\frac{1}{4}$ -inch, 10c; $1\frac{3}{4}$ -inch, 9c. per foot; 2-inch, \$8.50; $2\frac{1}{4}$ -inch, \$10; $2\frac{1}{2}$ -inch, \$10.60; 3-inch, \$12.10; $3\frac{1}{4}$ -inch, \$15.30; 4-inch, \$19.45 per 100 feet.

Building Paper.—Plain, 30c. per roll; tarred, 40c. per roll. Weather still too fine to make demand brisk.

Bricks.—Common structural, \$9 per thousand, wholesale, and the demand moderately active. Red and buff pressed are worth, delivered, \$18; at works, \$17.

Cement.—The market is lower; cement can be had in 1,000 barrel lots at \$1.80 per barrel, including the bags, which is equal to \$1.40 without bags. Overproduction is evident, and demand is not brisk in a wholesale way. The smaller dealers, however, are busy selling small quantities.

Coal Tar.—In improved request; \$3.50 per barrel the ruling price.

Copper Ingot.—Still active; prices unchanged at 14 $\frac{1}{4}$ ¢.

Detonator Caps.—75c. to \$1 per 100; case lots, 75c. per 100; broken quantities, \$1.

Dynamite. per pound, 21 to 25c., as to quantity.

Roofing Felt.—There is much more demand and a better feeling. Price \$1.80 per 100 pounds.

Fire Bricks.—English and Scotch, \$32.50 to \$35; American, \$28.50 to \$35 per 1,000. Demand continues fair.

Fuses—Electric Blasting.—Double strength, per 100, 4 feet, \$4.50; 6 feet, \$5; 8 feet, \$4.50; 10 feet, \$6. Single strength, 4 feet, \$3.50; 6 feet, \$4; 8 feet, \$4.50; 10 feet, \$5. Bennett's double tape fuse, \$6 per 1,000 feet.

Galvanized Sheets—Apollo Brand.—Sheets 6 or 8 feet long, 30 or 36 inches wide; 10-gauge, \$3.05; 12-14-gauge, \$3.15; 16, 18, 20, \$3.35; 22-24-gauge, \$3.50; 26-gauge, \$4.05; 28-gauge, \$4.50. Queen's Head—28-gauge, \$3.50; 26-gauge, \$4.25; 22-24-gauge, \$3.70.

Iron Chain.— $\frac{1}{2}$ -inch, \$5.75; 5-16-inch, \$5.15; $\frac{3}{4}$ -inch, \$4.15; 7-16-inch, \$3.95; $\frac{1}{2}$ -inch, \$3.75; 9-16-inch, \$3.70; $\frac{3}{8}$ -inch, \$3.55; $\frac{1}{4}$ -inch, \$3.45; $\frac{7}{8}$ -inch, \$3.40; 1-inch, \$3.40.

Iron Pipe.—Black, $\frac{1}{2}$ -inch, \$2.03; $\frac{3}{8}$ -inch, \$2.25; $\frac{1}{4}$ -inch, \$2.63; $\frac{3}{4}$ -inch, \$3.56; 1-inch, \$5.11; $1\frac{1}{4}$ -inch, \$6.97; $1\frac{1}{2}$ -inch, \$8.37; 2-inch, \$11.16; $2\frac{1}{2}$ -inch, \$17.82; 3-inch, \$23.40; $3\frac{1}{2}$ -inch, \$20.45; 4-inch, \$31.48; 4 $\frac{1}{2}$ -inch, \$38; 5-inch, \$42.50; 6-inch, \$56. Galvanized, $\frac{1}{2}$ -inch, \$2.86; $\frac{3}{8}$ -inch, \$3.08; $\frac{1}{4}$ -inch, \$3.48; $\frac{3}{4}$ -inch, \$4.71; 1-inch, \$6.76; $1\frac{1}{4}$ -inch, \$11.07; $1\frac{1}{2}$ -inch, \$11.07; 2-inch, \$14.76. Rather more movement following the natural fall demand.

Lead.—Active, but slightly irregular. We still quote \$3.00.