water commission's scheme to build a new eight-inch main. Manitoba.

BRANDON.-The sanitary committee have recommended the extension of the sewer outlet, and the city engineer will prepare an estimate of the cost of the work.

PERSONAL NOTES.

MR. W. E. FOSTER has been appointed assistant solicitor for the Grand Trunk Railway, with headquarters at Montreal.

MR. G. E. MASON, of the Lancashire Dynamo & Motor Company, Trafford Park, Manchester, England, has opened an office in the Peterkin Building, Bay Street, Toronto.

MR. E. R. FARIBAULT, of the Geological Survey Staff,

has accepted the post of Superintendent of Mines for the Quebec Government.

MR. WILLIAM MURDOCH, city engineer, of St. John, N.B., has also been appointed director of Public Works in

that municipality.

MR. ALLEN WATERS succeeds Mr. N. H. Brydson as
city engineer of Nanaimo, B.C. Mr. Brydson, it will be remembered was recently appointed assistant city engineer of

MR. E. P. FEATHERSTONHAUGH, professor of electrical engineering in the University of Manitoba, was called in by the City of Winnipeg to give expert evidence with reference to the production of electrical energy used to operate

the cars of the Winniper Electric Railway.

MR. A. F. TOWNSEND, for the past three years manager of the C. B. Electric Co., at Sydney, has resigned to take charge of an important branch office of Stone & Webster, in New England. Mr. H. C. Foss, of the S. & C. B. Railway Co., will succeed Mr. Townsend and will manage both Companies.

OBITUARY.

MR. JOHN W. PATERSON, president of the Paterson Manufacturing Company, Toronto, died at Mobile, Ala., on

November 6th, 1909.

MR. B. J. COGHLIN, of the B. J. Coghlin Company,

MR. B. J. COGHLIN, of the B. J. Coghlin Company, Montreal, Que., died at Montreal November 10th, 1909. Mr. Coghlin was particularly well-known to the mercantile trade of Canada, being agent for some of the large steel rail firms, and also connected with the Montreal Spring and Axle Works.

MARKET CONDITIONS.

Montreal, November 10th, 1909.

It would seem that the trade in pig-iron in the United States has shown some falling off since the first of November. Of course, the October trade was enormous so that the present lull does not mean that there is dullness, a large tonnage still changing hands. The tone of the market, however, is naturally a little less strong than previously and it market, however, is naturally a little less strong than previously and it market, however, is naturally a little less strong than previously and it market, both that in some instances top figures are not being demanded. The might be that in some instances top figures are not being demanded. The main drawback to trade for the balance of this year, is the congestion at main drawback to trade for the balance of this year, is the congestion at the mills. Apparently, some of the largest interests are now open to do business for delivery for the first quarter of 1910. Some 18,000 tons of fabricated structural steel have been contracted for already this month and there is enquiry for at least 60,000 tons more. Railway work has been conspicuous, but additional orders for rails and rolling stock are pending for 1910 delivery. In October, the merchant blast furnaces of the country made pig-iron at a greater rate than shown in any previous month in the history of the industry, although they barely passed, the previous high record. At the same time, the steel works were making pig-iron at a rate of 3,000,000 in excess of their rate which made previous records in 1907.

There has been a considerable turn-over on the Glasgow pig-iron warrant market, this week. American cables, according to advices dated the end of October, were less bullish and the price of Cleveland warrants eased off, but later cables were better, and with few sales the price rose again about 6d. Shipments from Middlesboro continue to improve and the increase in store is consequently comparatively small.

In the local market the tone is steady, after the alterations of a week agai

1 x 36-base; toe calk steel, \$2.35; machine steel, iron finish, \$1.90; im-

ported, \$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.;

Ainch, 18 1-2c.

Building Paper.—Tar paper, 7, 10, or 16 ounces, \$1.80 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 fibre, 55c. per roll; dry fibre, 45c. (See Roofing; also Tar and Pitch).

Gement.—Canadian cement is quotable, as follows, in car lots, f.o.b., Montreal:—\$1.30 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.

Chain.—Prices are as follows per 100 lbs.:—¼-inch, \$4.90; 5-16-inch, \$4.40; ¾-inch, \$3.70; 7-16-inch, \$3.50; ½-inch, \$3.25; 9-16-inch, \$3.20; ¾-inch, \$3.10; ¾-inch, \$3.50; ½-inch, \$3.55.

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; cancel coal, \$9 per ton; coke, single ton, \$5; large lots, special rates, approximately \$4 f.o.b., cars, Montreal.

Copper.—Prices are strong at 14 to 14¼c.

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Explosives and Accessories.—Dynamite, 50-lb. cases, 40 per cent, proof, 15c, in single case lots, Montreal. Blasting powder, 25-lb. kegs, \$2.25 per keg. Special quotations on large lots of dynamite and powder. Detonator caps, case lots, containing 10,000, 75c. per 100; broken lots, \$1; electric blasting apparatus:—Batteries, 1 to 10 holes, \$15; 1 to 20 holes, \$25; 1 to 30 holes, \$35; 1 to 40 holes, \$50. Wire, leading, 1c. per foot; connecting, 50c. per lb. Fuses, platinum, single strength, per 100 fuses:—4-ft. wires, \$3; 6-ft. wires, \$4.08; 10-ft. wires, \$5. Double strength fuses, 4-ft., \$3.75; 6-ft., \$4.29; 8-ft., \$4.83; 10-ft., \$5.37. Fuses, time, double-tape, \$6 per 1,000 feet; explohmeters, fuse and circuit, \$7.50 each.

Calvanized Iron.—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, \$4.10; Colborne Crown, \$3.85; Apollo, 10¾ 0z., \$4.05. Add 25c. to above figures for less than case lots; 26-gauge is 25c. less than 28-gauge, American 28-gauge and English 26 are equivalents, as are American 10¾ 0z., and English 28-gauge.

Galvanized Pipe.—(See Pipe, Wrought and Galvanized).

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Iron.—The outlook is strong. The following prices are for carload quantities and over, free on dock, Montreal, prompt delivery; No. 1 Summerlee, \$20.50 to \$21; selected Summerlee, \$20 to \$20.50; soft Summerlee, \$19.50 to \$20; Clarence, \$18.25 to \$18.50; Midland or Hamilton pig is quoted at \$20 to \$20.50 per ton for No. 1 f.o.b., cars at point of production, No. 2 being \$19.50 to \$20, and No. 3 \$19 to \$19.50 for delivery during the next six months. It is said Dominion and Scotia companies are not used to \$20.50.

to \$20.50.

Laths.—See Lumber, etc.

Lead.—Prices are about steady at \$3.55 to \$3.65.

Lead Wool.—\$10.50 per hundred, \$200 per ton, f.o.b., factory.

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Lumber, Etc.—Prices on lumber are for car lots, to contractors, at mill points, carrying a freight of \$1.50. Red pine, mill culls out, \$18 to \$22 per 1,000 feet; white pine, mill culls, \$16 to \$17. Spruce, 1-in. by 4-in. and up, \$15 to \$17 per 1,000 ft.; mill culls, \$12 to \$14. Hemlock, log run, culls out, \$13 to \$15. Railway Ties; Standard Railway Ties, log run, culls out, \$13 to \$15. Railway Ties; Standard Railway Ties, hemlock or cedar, 35 to 45c. each, on a 5c. rate to Montreal. Telegraph Poles: Seven-inch top, cedar poles, 25-ft. poles, \$1.35 to \$1.50 each; 30-ft., \$1.75 to \$2; 35-ft., \$2.75 to \$3.25 each, at manufacturers' points, with 5c. freight rate to Montreal. Laths: Quotations per 1,000 laths, at points carring \$1.50 freight rate to Montreal, \$2 to \$3. Shingles: Cedar shingles, same conditions as laths, X, \$1.50; XXX, \$2.50; XXX, \$3.

Nails.—Demand for nails is better and prices are firmer, \$2.40 per keg for cut, and \$2.35 for wire, base prices. Wire roofing nails, 5c. lb.

Paints.—Roof, barn and fence paint, 90c. per gallon; girder, bridge, and structural paint for steel or iron—shop or field—\$1.20 per gallon, in barrels; liquid red lead in gallon cans, \$1.75 per gallon.

Pipe.—Cast Iron.—The market is unsettled and uncertain, as dealers are compelled to meet competition from all sources. Prices are easy and approximately as follows:—\$31 for 6 and 8-inch pipe and larger; \$32 for 5-inch and 4-inch at the foundry. Pipe, specials, \$3 per 100 pounds. Gas pipe is quoted at about \$1 more than the above.

Pipe.—Wrought and Calvanized.—Demand is much better and

pipe is quoted at about \$1 more than the above.

Pipe.—Wrought and Galvanized.—Demand is much better and the tone is firm, though prices are steady, moderate-sized lots being: 4/inch, \$5.50 with 63 per cent. off for black, and 48 per cent. off for galvanized; 48/inch, \$5.50, with 59 per cent. off for black and 44 per cent. off for galvanized; 48/inch, \$8.50, with 69 per cent. off for black, and 62/4 per cent. off for galvanized; 4/inch, \$1.50, with 69 per cent. off for black, and 62/4 per cent. off for galvanized; 4/inch, \$1.50, inch, \$1.50; inch, \$7.50; inch, \$1.60.

Plates and Sheets.—Steel.—The market is steady. Quotations are: \$2.20 for 3/16; \$2/30 for 1/6, and \$2.10 for 1/2 and thicker; 12-gauge being \$2.30; 4-gauge, \$2.15; and 16-gauge, \$2.10.

Rails.—Quotations on steel rails are necessarily only approximate and depend upon specification, quantity and delivery required. A range of \$30.50 to \$31 is given for 60-lb. and 70-lb.; 80-lb. and heavier, being \$30; rails, per gross ton of 2,240 lbs., f.o.b. mill. Re-laying rails are quoted at \$27 to \$20 per ton, according to condition of rail and location.

Railway Ties.—See lumber, etc.

Roofing.—Ready roofing, two-ply, 70c. per roll; three-ply, 95c. per roll

Roofing.—Ready roofing, two-ply, 70c. per roll; three-ply, 95c. per roll of 100 square feet. Roofing tin caps, 6c. lb.; wire roofing nails, 5c. lb. (See Building Paper; Tar and Pitch; Nails, Roofing).

Rope.—Prices are steady, at 9c. per lb. for sisal, and 10½c. for Manila Rope.—Prices are steady, at 9c. per lb. for sisal, and 10½c. for Manila Wire rope, crucible steel, six-strands, nineeten wires; ¼-in., \$2.75; 5-16, \$3.75; ¾, \$4.75; ¾, \$5.25; 56, \$6.25; ¾, \$8; ¾, \$10; 1-in., \$12 per 100 feet.

Spikes.—Railway spikes are firmer at \$2.45 per 100 pounds, base of 5½ x 9-16. Ship spikes are steady at \$2.85 per 100 pounds, base of ½ x 10-inch, and ½ x 12-inch.

Steel Shafting.—Prices are steady at the list, less 25 per cent. Demand

is on the dull side.

Telegraph Poles.—See lumber, etc.

Tar and Pitch.—Coal tar, \$3.50 per barrel of 40 gallons, weighing about 500 pounds; rooming pitch, No. 1, 70c. per 100 pounds; and No. 2, 55c. per