

MISCELLANEOUS.

New Brunswick.

WOODSTOCK.—Mr. C. LeBaron Miles, C.E., has started out in charge of a party of eight men to make a survey of the river between Woodstock and Hawkshaw. There has never been a survey made of the river between the above points, and the present work is being done for the purpose of getting at the cost of dredging. It will probably take two months to complete the work.

Ontario.

BRANTFORD.—The city council has been deadlocked for some time on the street paving issue. This has now been broken, and the by-law providing for advertising an extension of the work now in progress has been passed. The majority of the aldermen objected to the policy of giving all the work, involving an expenditure of \$150,000, to the Warren Bitulithic Co., thus killing competition from other companies. This company is laying the pavement on Dalhousie and George Streets. Hence the by-law will be advertised as providing only for "permanent" pavement and not bitulithic. It is claimed by some that this is illegal, as the paving material must be specified. An effort may be made to upset the by-law on that ground. To-night the council deputation leaves for Chicago and Indiana to inspect pavements there as guests of the Westrumite Co.

NORTH BAY.—Mr. Geo. W. Volckman, representing a company of canal and dock builders, was in this city last week and left for a ten days' inspection of the French River, beginning at the Big Chaudiere. In October, he is to inspect the proposed cut on the Georgian Bay Canal between Lake Nipissing and Trout Lake, starting in at the McMurray property.

SEWERAGE AND WATERWORKS.

Ontario.

WESTON.—At the next municipal election Weston will submit to a vote a proposition to install waterworks. In the meantime they will secure an expert to report on the matter.

PERSONAL.

MR. JAMES HUNTER has been made Deputy Minister of Public Works, Ottawa, Can.

Mr. H. H. BREWER has been appointed to the position of general superintendent of the C.P.R. at Winnipeg, Man.

MR. R. E. W. HAGARTY, B.A. Sc., of Toronto, has just returned from a three months' trip to the Alaska gold fields.

MR. W. C. C. MEHAN has been appointed superintendent of the G.T.P. Railway, effective September 1, 1908, with headquarters at Melville, Sask.

Mr. W. G. BROWNLEE, General Superintendent of Transportation for the Grand Trunk Railway, has been Pacific Railway. Mr. Brownlee's new headquarters will be at Winnipeg.

MR. ALBERT MARSHALL announces that he has recently severed his connection with the engineering department of the Holophane Co. and has associated himself in the capacity of chief consulting and designing illuminating engineer with the Bureau of Illuminating Engineering, 437 Fifth Avenue, New York City.

MR. E. H. BECKLER, one of the best known civil and construction engineers in the United States, dropped dead at the West Tunnel camp of the St. Paul Pass, near Taft, aged fifty-two years. Under the direction of Mr. Beckler the Pacific extension of the Great Northern Railroad was constructed. Mr. Beckler was born at Livermore Centre, Me., and was a graduate of the University of Maine.

NOVEL ADVERTISING.

The following circular letter has been sent by the Toronto Fire Brick Co. to the city and town engineers of the Province, and demonstrates that they have no reason to fear the merits of their product being investigated:—

The City Engineer:—

We take pleasure in calling your attention to samples of our drain tile, sent to-day by express addressed to you. We have also written to His Worship the Mayor, the Town Clerk, and the chairman of your Works Committee.

Our reason for apparently repeating the same matter to different officials is that experience has shown, according to reports of investigations, that many communications of importance addressed to one civic official (of course, not of your corporation) have not reached their proper destination at the right time. There may have been a plausible explanation, and there may not.

We are acting on the supposition that lightning does not frequently strike four points in the same town on the same day, and by calling the attention of four of your officials to the entirely exceptional strength of our drain tile we feel reasonably confident that its merits will at least be looked into by someone.

The permanency of expensive roadways is undoubtedly the greatest element involved, and authorities have declared that a very frequent cause of defective roadways and pavements is weak drain tile used in their construction. In view of this undoubted fact is it not the worst kind of economy to have a poor article used when you can have the best at a mere fraction more?

If you agree with us, do justice to yourselves and the taxpayers you represent by investigating the merits of Mimico drain tile. That will be enough to satisfy us, and we think to satisfy all but those who manufacture or make a profit out of inferior material.

Our prices are reasonable—but inferior tile is sold lower.

In order to prevent a municipality being "held up" by a contractor (if the best drain tile is specified) we will ship to any corporation our tile in assorted sizes of 2½, 3, 4, 5, 6, 7, 8-inch, one carload or more, at the same price contractors would have to pay.

We can make immediate shipment—and as to the condition of the tile on arriving at its destination? Note the way our samples were shipped—four tile, one inside the other, with a quarter-inch rope holding them together. Is it a fair test?

Accompanying the sample of drain tile we are sending samples of our Mimico red pressed brick and light and dark "panel flashed." They have been used in municipal buildings with excellent effect, and have given entire satisfaction. Tests of them made by the University of Toronto, School of Practical Science and Engineering have shown them to have a maximum compression strength of 4,320 pounds to the square inch—35 per cent. higher than the highest test of samples from the three other principal pressed brick yards in and nearest Toronto.

Enquiries are solicited, and will receive prompt reply.

Yours respectfully,

The Toronto Fire Brick Co.

134 Confederation Life Building.

MARKET CONDITIONS.

Montreal, September 2nd, 1908.

The American pig iron markets continue very flat. Consumers hesitate about buying; yet it is said that a somewhat heavier volume of business is moving now than for a long time past. It is reported that Southern furnaces have been well sold up, particularly as their output has been considerably reduced on account of the coal strike, which is necessitating limited operations. The output, however, continues fair and prices are generally regarded as a shade firmer. Northern and Eastern furnaces are finding business very quiet and there is, if anything, a weaker tendency, particularly in steel-making grades. On special lots, for prompt delivery, customary prices are being shaded to the extent of \$1.50 to \$2 per ton. This, however, cannot be taken as indicating any change in the situation. In finished material, there seems to be a somewhat better feeling, more especially for plates, sheets and steel bars. There is a very considerable tonnage in rails and structural material in prospect, but the continued financial depression prevents the actual placing of orders. On the whole, the situation seems to be slightly improved, whereas it was hoped that by this time a very great improvement would have taken place.

The English market continues to labor under adverse conditions. Consumers are still following the hand-to-mouth policy, both in Great Britain and on the Continent. Notwithstanding this, however, prices hold quite firm, especially those for Cleveland warrants. Stocks in store show a slight increase, but not sufficient to in any way effect the situation, the quantity reported being still under 55,000 tons.

The local market shows but little change. There are a few inquiries and a little business is moving. There is always a fair tonnage of import iron being bought for mixing purposes, but, in a general way, the most of the orders for pig are going to Canadian furnaces.

So far as prices are concerned, practically no change is observed in pig. Canadian furnaces still being the lowest. In the matter of finished and partly-finished iron and steel products, no change is reported, but building material, including building paper of all kinds, roofing and tar and pitch may be had at a discount of probably 25 per cent., on an average, as compared with prices of last spring.

Antimony.—The market is firmer, at 9½ to 10c.

Bar Iron and Steel.—Prices are steady all round, and trade is decidedly dull. 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, \$1.95 for 1 x ¾-base; toe calk steel, \$2.40; machine steel, iron finish, \$2.

Boiler Tubes.—The market is steady, quotations being as follows:—2-inch tubes, 8½c.; 2½-inch, 10c.; 3-inch, 11½c.; 3½-inch, 14½c.; 4-inch, 19c.