

\$5,000. The road extends into Waterloo County, and will also be purchased there by that county. The Brant councillors are inclined to view the matter with favor, as the abolition of tolls would be very popular with the farmers generally.

OWEN SOUND.—A by-law has been introduced by the council to authorize the borrowing of the \$11,000 authorized by By-law 1302, for the erection of the Boyd Street School extension from the sinking fund account, and another to authorize the raising by debenture \$12,000 for the construction of a cement concrete arch bridge at Union Street.

TORONTO.—Acting City Engineer Fellowes has reported to the Board of Control that it will cost \$20,000 to construct two ferry slips 65 feet long and 35 feet wide on each side of the western channel, to provide for a depth of ten feet of water at zero level of the lake.

WELLAND.—The announcement re a new and greater Welland Canal has not only excited much interest but meets with universal approval. Great interest is taken as to where the Lake Ontario terminus will be located. In all probability the new channel will leave the present one between Welland and Thorold, or at Thorold. The most probable routes thence to the lake are: 1. Immediately west of Thorold to Port Dalhousie, or the Fifteen. 2. From a point on the canal near Welland to Jordan Harbor. 3. From some point on the Welland river or canal below Port Robinson to the Niagara River near Old Niagara. This would give a deep harbor seven miles long.

SAULT STE. MARIE.—The rolling plant of the steel mills here have opened up, and will be kept in operation, it is thought, for some time. It is expected that the blast furnaces will blow in again in about two weeks.

Manitoba.

WINNIPEG.—Carter, Halls, Aldinger & Co., contractors and engineers, have just completed a fine hotel at Winnipeg Beach. This and the station at Melville, Sask., a G.T.P. divisional point, were two of the rush jobs of the season, and reflect great credit on the contractors.

Alberta.

STRATHCONA.—The Dominion Bridge Co. have just completed the structural steel work on the Canadian Bank of Commerce building at Strathcona, Alta. This steel was all shipped in the Winnipeg premises of the Company.

PERSONAL.

MR. H. H. VAUGHAN, assistant to the vice-president of the C.P.R., has been appointed president of the American Association of Master Mechanics, which met last week in Convention in Atlantic City.

DR. BOVEY, who recently resigned as Dean of the Faculty of Applied Science at McGill, to become rector of the new Imperial College of Science, London, has just been honored with a dinner tendered by the graduates of the Faculty.

Mr. WILLIAM F. KING, who has just been made a Commander of St. Michael and St. George, was born in Stowmarket, Suffolk, Eng., in 1854, and came to Canada in 1862. He was educated at the Port Hope Grammar School and the University of Toronto, where he won many honors in mathematics and natural science. He was assistant astronomer on the International Boundary Commission in 1872 and for a number of years was employed on the Dominion land surveys in the North-West. He entered the Permanent Civil Service as inspector of surveys in 1881. In 1886 was made chief inspector and became chief astronomer in 1890.

MR. GEO. L. GRIFFITH, city engineer, has tendered his resignation. He has been carrying on work for the city and Perth County both and has found the work too heavy. He will continue the latter work. A temporary appointment has been made.

MR. J. A. WERNER, for many years locomotive coaling engineer for the Link Belt Company, has recently severed his connection with that company and assumed charge of the coaling station department of the Jeffrey Manufacturing Company, of Columbus, Ohio. Mr. Werner, who is one of

the most extensively known and best qualified coaling station engineers in this country, will make that work one of the most important features of the Jeffrey Manufacturing Company's business.

MARKET CONDITIONS.

Montreal, June 30th, 1908.

The pig-iron markets of the United States seem to have reached the point where the little that is being done is at previous figures, and where practically nothing new is going on or looked for. Some buying is in progress, but the market is featureless. Recent expressions made public show that prominent men well acquainted with the general situation, hold opinions on the situation diametrically opposed to each other. For instance, President Millen, of the Ontario and Western Railway, said:—"The month of May was the worst we have seen since the depression set in. June is a little better but I think only a fluctuation. As for the future, no man can state. I myself see nothing upon which to forecast a return of sustained business activity. There is a prospect of fair crops which will start things up for a while, but this may result in a mere puff, unless the fundamentals of the situation are cleared up."

J. P. Morgan, on the other hand, said:—"You may say that I am very optimistic about the financial situation. There have been many improvements in the period since my departure some months ago, and the future looks very bright."

The situation in England is firm, with apparently a fair business being done. It had been expected that pig-iron prices would show a decided decline, but this decline has not yet materialized, and, owing to the lessened production and low stocks, may not develop, particularly should demand show any improvement. The resumption of shipbuilding improves the situation somewhat, but steel making irons continue to be a weak feature, hematite metal being at a low basis. Good Scotch brands are not any too plentiful and prices continue at about the same level as for several weeks past. Reports from Germany indicate that stocks are accumulating and that there is uncertainty as to the future. This, however, seems to have been discounted in England. The lessening demand from Germany has not changed producers' views as to prices.

Matters are improving locally, from the standpoint of enquiry. Several good lots have been placed during the past week and the tonnage now open to quotation is heavier than it has been at any time during the present season. In fact, things look as if the bulk of producers are now going into the market for their summer and fall supplies. Local furnaces continue to take the bulk of the business, but several good lots of import metal have been purchased for delivery here before the close of St. Lawrence navigation.

Prices have held steady, all round, during the past week and dealers are not even anticipating alterations for some time to come.

Antimony.—The market is steady, and sales are being made at 10 to 10½c. per pound.

Bar Iron and Steel.—Bar iron, \$1.90 per 100 pounds; best refined horse-shoe, \$2.15; forged iron, \$2.05; mild steel, \$1.95; sleigh shoe steel, \$1.95 for 1 x ¾-base; tire steel, \$2 for 1 x ¾-base; toe calk steel, \$2.45; machine steel, iron finish, \$2.20; mild steel, \$2.05.

Boiler Tubes.—The market is rather lower, quotations being as follows:—2-inch tubes, 8c.; 2½-inch, 10½c.; 3-inch, 11½c.; 3½-inch, 15c.; 4-inch, 19½c.

Building Paper.—Tar paper, 7, 10, or 16 ounce, \$2 per 100 pounds; felt paper, \$2.75 per 100 pounds; tar sheathing, No. 1, 60c. per roll of 400 square feet; No. 2, 40c.; dry sheathing, No. 1, 50c. per roll of 400 square feet, No. 2, 32c. (See also Roofing).

Cement—Canadian and American.—Canadian cement, \$1.70 to \$1.75 per barrel, in cotton bags, and \$1.95 and \$2.05 in wood, weights in both cases 350 pounds. There are four bags of 87½ pounds each, net, to a barrel, and 10 cents must be added to the above prices for each bag. Bags in good condition are purchased at 10 cents each. Where paper bags are wanted instead of cotton, the charge is 2½ cents for each, or 10 cents per barrel weight. American cement, standard brands, f.o.b. mills, 85c. per 350 pounds; bags extra, 10c. each, and returnable in good condition at 7½c. each.

Cement—English and European.—English cement is steady at \$1.85 to \$1.90 per barrel in jute sacks of 82½ pounds each (including price of sacks) and \$2.20 to \$2.30 in wood, per 350 pounds, gross. Belgian cement is quoted at \$1.75 to \$1.85 per barrel in bags, and \$2.05 to \$2.20 per barrel, in wood.

Copper.—The market is steady at 14 to 14½c. per pound. Demand continues limited.

Explosives and Accessories.—Dynamite, 50-lb cases, 40 per cent. proof, 18c. 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, 30c. per lb. Fuses, platinum, single strength, per 100 fuses, \$5. Double strength fuses, \$1 extra, per 100 fuses. Fuses, time, double-tape, \$6 per 1,000 feet.

Iron.—Prices continue steady, pig-iron now arriving being:—No. 1 Summerlee, on cars, Montreal, \$20 to \$20.50 per ton; No. 2 selected Summerlee, \$19.50 to \$20; No. 3, soft, \$19 to \$19.50; Cleveland, \$18.50, and No. 3 Clarence, \$18; Carron, special, \$20.25 to \$20.75; Carron, soft, \$20 to \$20.50.

Lead.—Trail lead is weak and prices are steady at \$3.80 to \$3.90 per 100 pounds, ex-store.

Nails.—Demand for nails is moderate, but prices are steady at \$2.30 per keg for cut, and \$2.25 for wire, base prices.

Pipe—Cast Iron.—The market shows but little change and prices are as follows: \$33 for 8-inch pipe and larger; \$33 for 6-inch pipe; \$34 for 4-inch, and \$34 for 4-inch at the foundry. Pipe, specials, \$3.10 per 100 pounds. Gas pipe is quoted at about \$1 more than the above.

Pipe—Wrought.—The market is quiet and steady at last week's range:—½-inch, \$5.50, with forty-eight per cent. off for black, and 44 per cent. off for galvanized; ¾-inch, \$5.50, with 59 per cent. off for black and 44 per cent. off for galvanized. The discount on the following is 69 per cent. off for black and 59 per cent. off for galvanized; 1-inch, \$8.50; 1-inch, \$16.50; 1½-inch, \$22.50; 1½-inch, \$27; 2-inch, \$36; and 3-inch, \$75.50; 3½-inch, \$95; 4-inch, \$108.

Roofing.—Ready roofing, two-ply, 90c. per roll; three-ply, \$1.15 per roll, or \$1.50 complete, including one pound, each, of caps and roofing nails, and two gallons of cement.

Spikes.—Railway spikes are in fair demand, \$2.60 per 100 pounds, base of 5½ x 9-16. Ship spikes are steady at \$3.15 per 100 pounds, base of ½ x 10-inch and ¾ x 12-inch.

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