

Foreign

SCRANTON, PA.—Mr. F. W. Dean, mill engineer and architect, Boston, is regularly inspecting two large pumping engines now being built at the Scranton works of the Allis-Chalmers Co. Each engine is to have a capacity of 100,000 gallons each 24 hours and is of the triple expansion type with three horizontal cylinders with a vertical shaft. The centrifugal pump is below the engine.

BUFFALO, N. Y.—The Pierce Arrow Motor Car Co., having sold its output for the year 1910, is using every endeavor to increase its manufacturing facilities. For this purpose it has placed with The Aberthaw Construction Co., Boston, Mass., a rush order for a storage building, 300 feet long by 60 feet wide, four stories, along with a sawtooth addition to their manufacturing building and a covered passageway connecting the storage building with the body building. The builders are under contract to deliver this building in short order and are accordingly sending a large equipment of plant to Buffalo.

PERSONAL NOTES.

MR. WILLIAM CARTER, of the Canadian Rand Co., has just returned to Toronto after a successful business trip through Western Canada.

MR. W. W. WALLACE, of Kemptville, Ont., has been appointed resident engineer on the third residency east of Toronto on the C.N.R. Toronto-Ottawa line.

MR. HERBERT W. KENT, of Vancouver, B.C., has been appointed sales agent for British Columbia, for Jens Orten-Böving & Company, hydraulic engineers, of London, England.

MR. J. S. WILLIS, of London, Ont., who has accepted the position of assistant engineer, under Mr. J. A. Bell, St. Thomas, Ontario, has taken charge of work at the sewage disposal plant.

MR. ALLAN PURVIS, superintendent of the Canadian Pacific Railway in Kootenay, has been appointed superintendent of the Chilliwack branch of the British Columbia Electric Railway.

MR. G. G. GRUNDY, general superintendent of the Temiscouata Railway, at Sherbrooke, Que., will shortly succeed Mr. D. B. Lindsay, who retires his position as general manager, retaining the office of secretary.

STEPHEN E. BASTOW of Bruce Peebles & Co., Ltd., Edinburgh, Scotland, passed through Toronto this week on his way to Vancouver, whence he will sail for Australia and South Africa. Mr. Bastow is on a business trip and reports a most satisfactory demand for the electrical machinery manufactured by his company.

MR. W. N. DIETRICH, who for several years had charge of the installation, maintenance and operation of electrical equipment and mechanical apparatus on the Canadian Pacific Railway, has opened offices at 16 St. Sacramento Street, Montreal, Que., where he will undertake any kind of electrical or mechanical work.

MR. LOUIS LAVOIE, formerly of Rimouski, and for the past few years a most efficient member of the Intercolonial staff, has been appointed purchasing agent of the Intercolonial Railway, with headquarters at Ottawa. He was for a time chief clerk in the General Superintendent's office, and later was on the personal staff of Gen. Man. Pottinger. Although only about thirty years of age, he has worked his way up through the various departments of the road, and is considered by the board of management to be the very best available man for the position.

MISCELLANEOUS.

Debentures have been sold by the following municipalities. **Preston, Ont.**—\$32,000. **Brussels, Ont.**—\$15,000, for telephone construction. **Hull, Que.**—\$115,000, for civic improvements. **Cartierville, Que.**—\$5,000.

Nova Scotia.

HALIFAX.—City Engineer Doane recently prepared a report on the possibility of an underground system for the fire alarm wires, together with an estimate of the cost of installation, which was in the neighbourhood of \$900.

Ontario

OTTAWA.—Two by-laws—one for improvements to the city hall, \$60,000, and one for a new incinerator—may be submitted to the ratepayers of Ottawa in November.

GUELPH.—The ratepayers will vote on a by-law to raise \$25,000 for the building of a new school.

WELLAND.—The ratepayers defeated the paving by-law. The issue will come up again in January.

GALT.—The ratepayers will vote on a by-law to raise \$5,000 by the issuance of 4½ % waterworks debentures.

PORT ARTHUR.—The ratepayers passed the 8 by-laws for local improvements and the giving of a site to the Port Arthur Steel and Wagon Works was also sanctioned. The granting of the franchise to the gas company was voted down.

TORONTO.—A survey is being made for a new road from Elk Lake to Charlton. About 11 miles of the road from Elk Lake to Gowanda have been completed, and 250 men are constructing the remaining 16 miles.

Manitoba.

BRANDON.—The ratepayers will vote on a by-law to raise \$13,000, for the purpose of extending the Winter Fair Building.

British Columbia.

TRAIL.—A by-law authorizing the city to raise the sum of \$25,000 to install a municipally-owned water system, has been passed.

REVELSTOKE.—A by-law for electric-light plant and extensions, will be submitted to the ratepayers here at an early date.

NANAIMO.—The by-laws for the waterworks loan and the Boston St. bridge carried. The sewerage by-law was defeated by four votes.

EBURNE.—The ratepayers of the municipality of Richmond, will shortly vote on a by-law to raise \$275,000 for waterworks purposes.

VICTORIA.—Civic improvements of many kinds are being made by this city before the cold weather comes. Considerable new work, which includes pavements, roads, sewers, etc., involving many thousands of dollars, was ordered at a recent meeting of the council.

MARKET CONDITIONS.

Montreal, October 14th, 1909.

There is a lull in the market for foundry iron, in the United States, but in steel making iron, both Bessemer and basic, the turn-over has been very heavy and prices are still on the up-grade. Nineteen dollars, per gross ton, Valley furnaces, is now being asked for standard grades of Bessemer, for delivery in 1910, and it is reported that two or three of the principal furnace interests have withdrawn from the market entirely, holding their product at \$20 for next year. A liberal tonnage, however, is being turned over at about \$18.50 for prompt shipment and \$19 for next year. One cargo, at least, of Middlesboro iron has now reached the Atlantic Coast, and it is reported that three or four others are under contract and are expected to arrive shortly. This will have the effect of preventing any considerable advance in foundry iron at Atlantic Coast points, unless English iron shows a further upward tendency.

English prices are somewhat easier as a result of heavy selling on the part of speculative interests. Home demand continues to improve, and stocks in quantity going into store are less than at any time during the past eighteen months. Notwithstanding this, prices have eased off about 6d. from the high point. It is felt, however, that this is a healthy condition and will probably be a starting point for an advance which will carry prices higher than previously. This is more probable in view of the fact that Continental prices, especially German, are now tending upwards and a fair enquiry is being received by makers, for export trade.

Local business continues good, both for domestic and import iron. A heavy tonnage is being turned over and some of the largest consumers are covering for their requirements for fully nine months ahead, thus evidencing their belief that the market will show a further advance during the next year. Supplies, in the case of small foundries, are comparatively light, and such users will be compelled to purchase liberally from stock to keep their works operating during the winter months.

The market for finished and semi-finished products shows almost no change, although pig-iron shows further advances in some lines, this week, as will be seen from the following list:

Antimony.—The market is steady at 8 to 8½c.

Bar Iron and Steel.—The market promises to advance shortly. Bar iron, \$1.85 per 100 pounds; best refined horseshoe, \$2.10; forged iron, \$2; mill