

nection with buoy and lighthouse work. The "Simcoe," as she is called, is 180 feet long by 35 feet beam, built of steel. She is being fitted with twin-screw triple-expansion engines. **Saskatchewan.**

LANIGAN.—The C.P.R. line from here to Prince Albert will be commenced early in spring and pushed to completion, and the gap between Wynard will be removed, thus affording two direct lines to Winnipeg. The town has sold \$13,000 debentures, and a town hall will be erected shortly.

REGINA.—Plans are being prepared for the erection of some important buildings during the coming season. Among others, a large structure for the Heintzman Piano Co. will be erected near the post-office.

British Columbia.

PRINCE RUPERT.—Last week five hundred men were laid off by G.T.P. contractors, owing to adverse weather conditions.

PERSONAL.

MR. HARRY D. BAYNE, Eastern manager of the Canadian Westinghouse Co., Limited, has handed in his resignation, which, it is understood, will take effect in a few weeks.

OBITUARY.

MR. JOHN STARR, the well-known senior member of the electrical engineering and contracting firm of John Starr, Son & Company, Limited, died on February 15th at Halifax, N.S. Mr. Starr was one of the best known business men in Nova Scotia. His early life was spent in the hardware trade, and he and his brother David carried on business in that line for many years, but as electricity came into general use electrical supplies were largely handled by the firm, and in 1883 the firm of John Starr, Son & Company, electrical contractors, was founded by Mr. Starr. It is now the oldest established electrical supply house in Canada. The business expanded and some years ago became John Starr, Son & Company, Limited. John Starr introduced the American system of arc lighting in Halifax, Charlottetown, Moncton, St. John's, Newfoundland, and other places. He spent two or three years in London, Paris and Marseilles, where he also introduced the street electric lighting system. Mr. Starr was in his eighty-first year. He leaves two sons, C. C. Starr, associated in business with his father, and David Starr, manager of the Electric Power Company in Glasgow, and four daughters.

MR. MAURICE PERRAULT, M.L.A. for Chambly county, one of the most prominent of the private members of the Quebec Legislature, and Vice-President of the Architectural Institute of Canada, died at his home in Longueuil. Mr. Perrault had been chairman of the Private Bills Committee, the most important committee of the Quebec House, during the last session. The late Maurice Perrault, M.L.A., was born in Montreal, on June 12th, 1857. He was a son of Mr. H. M. Perrault. After studying at the Seminary, Montreal, he became an architect, many fine buildings testifying to his ability and originality. Mr. Perrault succeeded his father in business in 1877, and has since devoted himself largely to his profession. His time was taken up to a considerable extent with the planning of churches, convents and other large structures. From 1888 to 1892 he was official architect for the district of Montreal under the Hon. P. Garneau, then Minister of Public Works. From 1889 to 1895 he acted as expropriation commissioner for the city of Montreal and from 1889 to 1901 he was architect to the corporation of Montreal. He was one of the organizers and members of the Architects Association of the Province of Quebec, had been a member of the American Public Health Association since 1894, and a member of the Civil Engineers Society of Canada since 1898. He represented Chambly in the Quebec House of Assembly since 1900, when he was elected by acclamation, but at the two following general elections he was unsuccessfully opposed.

MARKET CONDITIONS.

Montreal, February 18th, 1909.

Cable reports from London show that prices of pig-iron in England continue practically unchanged, being up one week and down the next, but varying around the same point. Stocks are showing a slight increase, but this does not seem to affect the general situation. Exports continue very light and trade has been rather disappointing.

The market in Scotland is fairly firm but the expectation seems to be that there will be slightly lower figures on round lots. Home demand is good, however, and consumption is sufficient to absorb the most of the output. Export demand is only fair and apparently requires encouragement in the way of lower prices.

The market in the United States continues disappointing, the volume of business being rather lighter than was anticipated at this time of the year. Generally speaking, prices are well maintained, but there is little doubt that some concessions could be secured if it was desired to purchase in quantities of 1,000 tons or over. Demand for semi-finished and finished material is showing improvement, that for light structural material having developed very considerably during the last ten or fifteen days. The railway companies are also in the market for increased supplies of bridge material, steel castings, etc. Several good orders for rails and steel cars have been recently placed, this tending to strengthen the market generally.

Notwithstanding the disappointment in foreign markets, signs of a decided improvement are showing themselves in Canada. The demand for not only pig-iron, but iron and steel material, generally, is brightening up and it looks as though quite a satisfactory trade will be done during the next few months. Railways are placing large orders for steel rails and other material, and manufacturers and consumers are enquiring for and purchasing to cover their requirements till next June. Between quantities purchased and still under discussion, over 120,000 tons are involved. These orders will absorb large quantities of Canadian pig-iron, and will have a tendency to generally strengthen the market situation.

Prices for finished and semi-finished material show practically no change as yet, and dealers are anxious to see an improvement:—

Antimony.—The market is steady at 0 to 9%.

Bar Iron and Steel.—Prices are steady all round, and trade is dull. Bar iron, \$1.90 per 100 pounds; best refined horseshoe, \$2.15; forged iron, \$2.05; mild steel, \$2.00; sleigh shoe steel, \$1.90 for 1 x 3/4-base; tire steel, \$1.95 for 1 x 3/4-base; toe calk steel, \$2.40; machine steel, iron finish, \$2.10; smooth finish, \$2.75.

Boiler Tubes.—The market is steady, quotations being as follows:—2-inch tubes, 3/4 c.; 2 1/2-inch, 10 c.; 3-inch, 11 1/2 c.; 3 1/2-inch, 14 1/2 c.; 4-inch, 19 c.

Building Paper.—Tar paper, 7, 10, or 16 ounces, \$1.60 per 100 pounds; felt paper, \$2.40 per 100 pounds; tar sheathing, No. 1, 55 c. per roll of 400 square feet; No. 2, 35 c.; dry sheathing, No. 1, 45 c. per roll of 400 square feet, No. 2, 28 c. (See Roofing; also Tar and Pitch).

Cement.—Quotations are for car lots, f.o.b., Montreal. Canadian cement is \$1.55 to \$1.65 per 350-lb. bbl. in 4 cotton bags, adding 10 c. for each bag. Good bags re-purchased at 10 c. each. Paper bags cost 2 1/2 c. extra, or 10 c. per bbl. weight. English cement is \$1.65 to \$1.85 per 350-lb. bbl. in 4 jute sacks (for which add 8 c. each) and \$2.20 to \$2.40 in wood. Begian cement is \$1.60 to \$1.65 in bags—bags extra—add \$2.10 in wood.

Chain.—The market is steady as follows:—1/4-inch, \$5.30; 5-16-inch, \$4.05; 3/8-inch, \$3.65; 7-16-inch, \$3.45; 1/2-inch, \$3.20; 9-16-inch, \$3.15; 5/8-inch, \$3.05; 3/4-inch, \$3; 7/8-inch, \$2.95; 1 inch, \$2.95.

Copper.—The market is about steady at 14 1/2 to 15 c. per lb. Demand continues limited.

Explosives and Accessories.—Dynamite, 50-lb. cases, 40 per cent. proof, 18 c. 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, 750, 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, 1 c. per foot; connecting, 50 c. per lb. Fuses, platinum, single strength, per 100 fuses:—4-ft. wires, \$3.50; 6-ft. wires, \$4; 8-ft. wires, \$4.50; 10-ft. wires, \$5. Double strength fuses, 1 1/2 extra, per 100 fuses. Fuses, time, double-tape, \$6 per 1,000 feet.

Galvanized Iron.—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, \$4.40; Comet, \$4.25; Gorbals' Best, \$4.25; Apollo, 10 1/2 oz., \$4.35. Add 25 c. to above figures for less than case lots; 26-gauge is 25 c. less than 28-gauge. American 28-gauge and English 26 are equivalents, as are American 10 1/2 oz., and English 28-gauge.

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

Iron.—Prices are rather higher, and the outlook is steady. The following prices are ex-store: Canadian pig, \$18.50 to \$19.50 per ton; No. 1 Summerlee, \$21 to \$22; No. 2 selected Summerlee, \$20.50 to \$21.50; Carron soft, \$20.25 to \$20.75; No. 3 Clarence, \$19 to \$20 per ton.

Laths.—See Lumber, etc.

Lead.—Trail lead is firmer, at \$3.75 to \$3.85 per 100 pounds, ex-store.

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

Lumber, Etc.—Prices on lumber are for car lots, to contractors, at mill points, carrying a freight rate of \$1.50. At the moment, the market is exceptionally irregular and prices are uncertain. Red pine, mill culls out, \$18 to \$22 per 1,000 feet; white pine, mill culls, \$22 to \$25. Spruce, 1-in. by 4-in. and up, \$16 to \$18 per 1,000 ft.; mill culls, \$14 to \$16. Hemlock, log run, culls out, \$14 to \$16. Railway Ties: Standard Railway ties, hemlock or cedar, 35 to 45 c. each, on a c. 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 5 c. freight rate to Montreal. Laths: Quotations, per 1,000 laths, at points carrying \$1.50 freight rate to Montreal, \$2 to \$3. Shingles: Cedar shingles, same conditions as laths, X, \$1.50; XX, \$2.50; XXX, \$3.

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 continues steady at \$33 for 8-inch pipe and larger; \$34 for 6-inch pipe; \$34 for 5-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 and Galvanized.—The market is steady, moderate-sized lots being: 1-4-inch, \$5.50 with 63 per cent. off for black, and 48 per cent. off for galvanized; 3/4-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: 1/2-inch, \$8.50; 3/4-inch, \$11.50; 1-inch, \$16.50; 1 1/4-inch, \$22.50; 1 1/2-inch, \$27; 2-inch, \$36; 2 1/2-inch, \$57.50; 3-inch, \$75.50; 3 1/2-inch, \$95; 4-inch, \$128.

Rails.—Quotations on steel rails are necessarily only approximate and depend upon specification, quantity and delivery required. A range of \$31.50 to \$32.50 is given for 60-lb., 70-lb., 80-lb., 85-lb., 90-lb., and 100-lb. rails, per gross ton of 2,240 lbs., f.o.b. mill. Re-laying rails are quoted at \$27 to \$29 per ton, according to condition of rail and location.

Railway Ties.—See Lumber, etc.

Roofing.—Ready roofing, two-ply, 64 c. per roll; three-ply, 86 c. per roll of 100 square feet. (See Building Paper; also Tar and Pitch).

Rope.—Prices are steady, at 9 to 12 c. per lb. for sisal, and 12 c. for Manila. Wire Rope, crucible steel, six-strands, nineteen wires: 1/4-in., \$2.75; 5-16, \$3.75; 3/8, \$4.75; 1/2, \$6; 5/8, \$7.25; 3/4, \$8.50; 7/8, \$10; 1 in., \$12 per 100 feet.

Shingles.—See Lumber, etc.