

constructed work in connection with the erection of the college buildings at Saskatoon, plans and specifications for which are already being made by the university architects in Montreal.

MR. A. W. CAMPBELL, Deputy Minister of Public Works in Ontario, has returned home from Seattle, where he attended a good roads convention.

MR. GORDON GRANT, inspecting engineer of the Transcontinental Railway Commission staff, has accepted the position of chief engineer of the Eastern Division of the system.

MR. ROBERT W. GRACE, general superintendent of the Canada Foundry, Toronto, Ont., has resigned to accept the position of general superintendent of The Clatt Iron Works Company, of Dayton, Ohio.

### LATE TENDER.

TORONTO.—Tenders will be received until July 27th for the construction of asphalt and vitrified block pavements, concrete curbs and concrete walks. Joseph Oliver (Mayor), Chairman, Board of Control.

### OBITUARY.

MR. LEFFERT LEFFERTS BUCK, one of the best known civil engineers in America, who was associated with Roebling in the building of the Brooklyn bridge, was chief engineer of the Williamsburg bridge across the East River, designed two steel arches across the Niagara River from the United States to Canada, and had direction of many other engineering works of note, died at his home at Hastings-on-the-Hudson on Saturday, July 17, at the age of 72.

### RAILROAD ORDERS.

(Continued from Page 103.)

7503—July 9—Authorizing the Canadian Northern Ontario Railway to construct a steel bridge over Rideau River near Ottawa at mileage 56.9 west of Hawkesbury, Ont.

7504—July 9—Authorizing the C.P.R. to construct Bridge No. 40.8, branch of Elk River, Cranbrook section.

7505—July 12—Authorizing the C.P.R. to construct its standard No. 6 station at mileage 25.7, Township Ekfrid, Ont.

7506—July 10th—Authorizing Vancouver, Victoria and Eastern Railway and Navigation Co. to divert portions of Riverside Avenue, Vermillion Avenue, Hoy Street and Surrey Street, and the lanes in Blocks 27 and 33, Princeton, B.C., to construct its railway upon, along and across Bridge Street and Vermillion Avenue, and occupy with its railway those portions of Riverside Avenue, Surrey Street and Hoy Street so closed up.

7507—July 9—Authorizing the G.T.R. to construct two additional railway tracks along and across Geddes Street, Clifford, Ont.

7508—July 9—Authorizing the town of Midland, Ont., to lay and maintain a drain pipe under lands and track of G.T.R. east of Victoria Street.

7509—July 9—Authorizing the Bell Telephone Co. to carry wires across tracks of the Toronto, Hamilton and Buffalo Railway at public crossing  $1\frac{1}{2}$  miles west of Fenwick Station, Ont.

7510—July 12—Authorizing J. A. Lake, Jackson's Point, Ont., to erect telephone wires across track of G.T.R. at Jackson's Point, Sutton, Ont.

7511 to 7513—July 9—Authorizing the Bell Telephone Co. to erect wires across tracks of Michigan Central Railway at: (1) Just east of Erie Street, Leamington, Ont. (2) At public crossing, Talbot Street, Leamington, Ont. (3) At public crossing, Erie Street, Leamington, Ont.

7514 to 7517—July 9—Authorizing the Norfolk County Telephone Co. to erect wires across tracks of G.T.R. at Lots 6 and 7, Con. 3; between Cons. 2 and 3, Lot 7; between Cons. 3 and 4; between Lots 3 and 4, Con. 4, in the Township of Woodhouse, Ont.

### PATENTS.

The following is a list of Canadian patents recently issued through the agency of Messrs. Ridout & Maybee, 103 Bay Street, Toronto, from whom further particulars may be obtained:—

Wm. J. Clifford, Paper Bag Holder; The Toronto Type Foundry Company, Limited, Assembling Mechanism of Typographical Composing Machines; N. S. Friderichsen, Machine for Casting Lead Seals; Thos. D. Kelly, Manufacture of Concrete for Roads; W. H. Emery, Sewing Machines; S. Z. de Ferranti, Process of Electric Welding; S. Z. de Ferranti, Electric Welding Machine.

### MARKET CONDITIONS.

Toronto, July 22nd, 1909.

The following are wholesale prices for Toronto, where not otherwise explained, although for broken quantities higher prices are quoted:—

**Antimony.**—Demand inactive, market unchanged at \$9 per 100 lbs.

**Axes.**—Standard makes, double bitted, \$8 to \$10; single bitted, per dozen, \$7 to \$9.

**Bar Iron.**—\$1.95 to \$2, base, per 100 lbs., from stock to wholesale dealer. Market well supplied.

**Boiler Plates.**— $\frac{1}{4}$ -inch and heavier, \$2.20. Boiler heads 25c. per 100 pounds advance on plate.

**Boiler Tubes.**—Orders continue active. Lap-welded, steel,  $1\frac{1}{4}$ -inch, 10c.;  $1\frac{1}{2}$ -inch, 9c. per foot; 2-inch, \$8.50;  $2\frac{1}{4}$ -inch, \$10;  $2\frac{1}{2}$ -inch, \$10.60; 3-inch, \$12.10;  $3\frac{1}{4}$ -inch, \$15; 4-inch, \$18.50 to \$19 per 100 feet.

**Building Paper.**—Plain, 30c. per roll; tarred, 40c. per roll. The spring rush is over and business steady.

**Bricks.**—Business is very active, price at some yards \$9 to \$9.50, at others, \$9.50 to \$10, for common. Don Valley pressed brick move also freely. Red and buff pressed are worth \$18 delivered and \$17 at works per 1,000.

**Broken Stone.**—Lime stone, good hard, for roadways or concrete, f.o.b. Schaw station, C.P.R., 70c. per ton of 2,000 lbs., 1-inch, 2-inch, or larger, price all the same. Broken granite is selling at \$3 per ton for good Oshawa.

**Cement.**—Cement is being offered at the low price of \$1.55 per barrel in car lots, including cotton bags, which is an indication of the state of the wholesale market, a price heretofore unheard of. The over-supply continues. Smaller dealers report a fair movement in small lots at \$1.40 to \$1.50 per barrel in load lots delivered in town, bags extra. In packages, \$1.40 to \$1.50, including paper bags.

**Coal.**—Retail price for Pennsylvania hard, \$6.50, steady. This price applies to grate, egg, stove, and chestnut; only pea coal is cheaper, namely, \$5.50. These are all cash, and the quantity purchased does not affect the price. Soft coal is in good supply, American brokers have been covering the ground very fully. In the United States there is an open market for bituminous coal and a great number of qualities exist. We quote. Youghiogeny lump coal on cars here, \$3.70 to \$3.80; mine run, \$3.60 to \$3.75; slack, \$2.65 to \$2.85; lump coal from other districts, \$3.40 to \$3.70; mine run 10c. less; slack, \$2.50 to \$2.70; cannel coal plentiful at \$7.50 per ton; coke, Solvey foundry, which is largely used here, quotes at from \$5.25 to \$5.50; Reynoldsville, \$4.50 to \$4.75; Connellsville, 72-hour coke, \$5.25 to \$5.50.

**Copper Ingot.**—Unchanged and quiet at \$13.85 to \$14.05 per 100 lbs. Speculative handling put it down a trifle, but it recovered as above.

**Detonator Caps.**—75c. to \$1 per 100; case lots, 75c. per 100; broken quantities, 5c.

**Dynamite,** per pound, 21 to 25c., as to quantity.

**Roofing Felt.**—Unseasonably quiet, price maintained at \$1.80 per 100 lbs.

**Fire Bricks.**—English and Scotch, \$30 to \$35; American, \$27.50 to \$35 per 1,000. The demand is steady and stocks light.

**Fuses.**—Electric Blasting.—Double strength 4 feet, \$4.50; 6 feet, \$5; 8 feet, \$5.50; 10 feet, \$6. Single strength, 4 feet, \$3.50; 6 feet, \$4; 8 feet, \$4.50; 10 feet, \$5, per 100 count. Bennett's double tape fuse, \$6 per 1,000 feet.

**Galvanized Sheets.**—Apollo Brand.—Sheets 6 or 8 feet long, 30 or 36 inches wide; 10-gauge, \$3.05; 12-14-gauge, \$3.15; 16, 18, 20, \$3.35; 22-24, \$3.50; 26, \$3.75; 28, \$4.20; 29, \$4.50; 30, \$4.50 per 100 lbs. Fleur de Lis—28-gauge, \$4.30; 26-gauge, \$4.05; 22-24-gauge, \$3.50. Queen's Head—28-gauge, \$4.50; 26-gauge, \$4.25, per 100 lbs. Sheets continue in active request.

**Iron Chain.**— $\frac{1}{4}$ -inch, \$5.75; 5-16-inch, \$5.15;  $\frac{1}{2}$ -inch, \$4.15; 7-16-inch, \$3.05;  $\frac{3}{4}$ -inch, \$3.75; 1-inch, \$3.70;  $\frac{3}{4}$ -inch, \$3.55;  $\frac{1}{2}$ -inch, \$3.45;  $\frac{3}{4}$ -inch, \$3.40; 1-inch, \$3.40, per 100 lbs.

**Iron Pipe.**—Black,  $\frac{1}{4}$ -inch, \$2.03;  $\frac{1}{2}$ -inch, \$2.26;  $\frac{3}{4}$ -inch, \$2.63; 1-inch, \$3.16; 1-inch, \$4.54;  $1\frac{1}{4}$ -inch, \$6.10;  $1\frac{1}{2}$ -inch, \$7.43; 2-inch, \$9.90;  $2\frac{1}{4}$ -inch, \$15.81; 3-inch, \$20.76;  $3\frac{1}{2}$ -inch, \$26.13; 4-inch, \$29.70;  $4\frac{1}{2}$ -inch, \$38; 5-inch, \$43.50; 6-inch, \$56. Galvanized,  $\frac{1}{4}$ -inch, \$2.86;  $\frac{1}{2}$ -inch, \$3.08;  $\frac{3}{4}$ -inch, \$3.48; 1-inch, \$4.31; 1-inch, \$6.10;  $1\frac{1}{4}$ -inch, \$8.44;  $1\frac{1}{2}$ -inch, \$10.13; 2-inch, \$13.50, per 100 feet. Some talk of an advance in price.

**Lead.**—Prices steady outside. This market is rather weaker, at \$3.75 to \$3.85 per 100 lbs.

**Lime.**—Retail price in city 35c. per 100 lbs. f.o.b. car; in large lots at kilns outside city 22c. per 100 lbs. f.o.b. car. In active demand.

**Lumber.**—Considerable demand for both Southern and Canadian dimension pine continues; hemlock dull. Prices are rather stiff all along the line. Dressing pine quotes \$32 to \$35 per M; common stock boards, \$26 to \$30; cull stocks, \$20; cull sidings, \$17.50; Southern pine dimension timber from \$30 to \$45, according to size and grade; finished Southern pine according to thickness and width, \$30 to \$40. Hemlock in car lots, \$16.50 to \$17; spruce flooring in car lots, \$22; shingles, British Columbia, \$3.20; lath, No. 1, \$4.25; No. 2, \$3.75; for white pine, 48-inch; for 32-inch, \$1.60, and very few to be had.

**Nails.**—Wire, \$2.25 base; cut, \$2.70; spikes, \$3, per keg of 100 lbs.

**Pitch and Tar.**—Pitch, demand moderate, price so far unchanged at 70c. per 100 lbs. Coal tar quotes \$3.50 per barrel.