

MR. A. F. McARTHUR, city engineer of Guelph, has been appointed city engineer for Yorkton.

MR. WALTER B. SNOW, publicity engineer, Boston, Mass., has been elected a member of the Corporation of the Massachusetts Institute of Technology.

MR. C. W. STOKES, formerly manager of the Kenora Electric and Telephone system, has joined forces with the Northern Electric and Manufacturing Company taking charge of the electrical apparatus for the Toronto district.

MR. EDMUND PENNINGTON, of Minneapolis, since July 31, 1905, vice-president and general manager of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, the "Soo Line," was on March 10 elected president of the company, to succeed the late Thomas Lowry. Mr. Pennington is known as a practical railroad man, a man who has grown up in the operative part of the business and who has reached the top because of a thorough knowledge of all branches of the work, combined with remarkable ability of an executive nature. Edmund Pennington was born in September 16, 1848, at La Salle, Ill. He entered railway service in 1869, since which he has been consecutively warehouseman one year, brakeman two years, conductor three years, roadmaster two years, superintendent of construction two years, general roadmaster three years, assistant superintendent two years, Chicago, Milwaukee & St. Paul Railway; superintendent Minneapolis & Pacific road until June, 1888; July 1888, to April 15, 1898, superintendent Minneapolis, St. Paul & Sault Ste. Marie Railway; April 15, 1898, to February 1, 1899, general superintendent; February 1, 1899, to July 31, 1905, general manager; July 31 1905 to March 10, 1909, vice-president and general manager.

MESSRS. S. GAGNE, B.A.Sc., and GORDON T. JENNINGS, B.Sc., have opened an office as consulting engineers in the Lawlor Building, corner Yonge and King Sts., Toronto, Ont.

MR. J. F. B. VANDELEUR, 3 Dineen Building, Toronto, Canadian Agent for Messrs. Reavell & Co., Ipswich; Gilbert Arc Lamp Co., Chingford; Laurence, Scott, Norwich; Evershed & Vignoles, London, and several other well-known English firms, has just returned from England after a three months' business trip. While abroad Mr. Vandeleur called on his different principals, and the prospects for the development of trade relations between English engineering concerns and Canada look promising.

MARKET CONDITIONS.

Toronto, March 25th.

Respecting steel and iron products, there are no definite changes announced from the United States since last week. The market seems to have steadied, although some Canadian manufacturers seem to think prices must go up in certain directions of domestic manufacture. The Old Country pig-iron market maintains a very fair level; holders are moderately firm, and no wonder, for last year at this time the price was 52s., while now it is 6s. lower.

Bricks are active in Toronto market at an advance in price. This is because of some considerable structures to be proceeded with in spring, we note a list of these elsewhere. Much residential building is also going on in April or May. Cement is not yet active.

Builders and contractors have a considerable list of new structures in Toronto for the opening of spring. Among them we note the new Bell Telephone building, the new Exhibition buildings, Copp, Clark & Company's warehouse, St. Joseph's Convent addition, Shea's new theatre, corner Victoria and Richmond, the Massey School of Cookery, an extensive residence for Mr. John Eaton, stores on college street, many residences in choice residential parts of the city as well as in the outskirts. We learn, besides, that work is to be resumed at once on the brick brass foundry premises for James Morrison & Company, which had been "hung up" for several months.

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

Antimony.—The market more active; price continues at 9½c.

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

Boiler Plates.—14-inch and heavier, \$2.20. Boiler heads 25c. per 100 pounds advance on plate.

Boiler Tubes.—Orders continue active. Lap-welded, steel, 1½-inch, 10c.; 1½-inch, 9c. per foot; 2-inch, \$8.75; 2¼-inch, \$10; 2½-inch, \$10.60; 3-inch, \$12.10; 3½-inch, \$15; 4-inch, \$18.50 to \$19 per 100 feet.

Building Paper.—Plain, 30c. per roll; tarred, 40c. per roll. A moderate demand can be now reported, for shipment about 1st April.

Bricks.—An active demand is now reported for common, and the market is firmer at \$9.50 to \$10. Pressed also selling freely. Red and buff pressed are worth, delivered, \$18; at works, 17.

Cement.—Price in 1,000-barrel lots \$1.70 per barrel, including bags, or \$1.30 without bags. Smaller quantities, \$1.55 to \$1.60 per barrel, in load lots delivered in town, and bags extra. No marked activity.

Coal Tar.—Nothing doing, price maintained at \$3.50 per barrel.

Copper Ingot.—Outside market firmer and quite active. Price here unchanged at 13½ to 14c., with more enquiry.

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

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

Roofing Felt.—Some little requests of late, principally for repairing. 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 has become quite active.

Fuses.—**Electric Blasting.**—Double strength, per 200, 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. 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; 10½, \$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. Sheets continue in active request.

Iron Chain.—¼-inch, \$5.75; 5-16-inch, \$5.15; ¾-inch, \$4.15; 7-16-inch, \$3.95; ½-inch, \$3.75; 9-16-inch, \$3.70; ¾-inch, \$3.55; ¾-inch, \$3.45; 7-16-inch, \$3.40; 1-inch, \$3.40.

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

Iron Pipe.—Black, ¼-inch, \$2.03; ¾-inch, \$2.26; ¾-inch, \$2.63; ¾-inch, \$3.16; 1-inch, \$4.54; 1¼-inch, \$6.19; 1½-inch, \$7.43; 2-inch, \$9.90; 2½-inch, \$15.81; 3-inch, \$20.76; 3½-inch, \$26.13; 4-inch, \$29.70; 4½-inch, \$38; 5-inch, \$43.50; 6-inch, \$56. Galvanized, ¼-inch, \$2.86; ¾-inch, \$3.08; ¾-inch, \$3.48; ¾-inch, \$4.31; 1-inch, \$6.19; 1¼-inch, \$8.44; 1½-inch, \$10.13; 2-inch, \$13.50. Makers are holding prices stiff, and talk of an advance.

Lead.—Prices steady outside. This market still held at \$3.80 to \$3.90, and more doing.

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. Small but steady consumptive demand.

Lumber.—We quote dressing pine \$32 to \$35 per thousand; common stock boards higher at \$26 to \$30.00; cull stocks, \$20; sidings, \$17.50. Norway pine is neglected in favor of Southern, which is much stronger in fibre and the price well maintained. Hemlock continues to sell pretty freely, and in car lots brings \$16.50 to \$17.00. Spruce flooring is worth \$22.00 in car lots with stiffer feeling. Shingles firmer, price for British Columbia, \$3.20. Lath higher at \$4.25 for No. 1 and \$3.75 for No. 2 waite pine 48-inch; the 32-inch are now in market and bring \$1.30 per thousand. Spruce laths are scarcer in this market and prices keep up. More spruce and hemlock have moved than pine. Prices are maintained all over the list.

Nails.—Wire, \$2.25 base; cut, \$2.70; spikes, \$3. The usual demand.

Pitch.—A little demand is perceptible; price continues at 70c. per 100 lbs.

Pig Iron.—Business continues quiet; prices are fairly well maintained. Clarence quotes at \$20.50 for No. 3; Cleveland, \$20.50 to \$21.00; in Canadian pig, Hamilton quotes \$19.50 to \$20.

Plaster of Paris.—Calcined, wholesale, \$2; retail, \$2.15. Trade quiet.

Putty.—In bladders, strictly pure, per 100 lbs., \$2.25; in barrel lots, \$2.05.

Rope.—Sisal, 9½c. per lb.; pure Manila, 12½c., Base.

Sewer Pipe.—

	4-in.	6-in.	9-in.	10-in.	12-in.	24-in.
Straight pipe per foot	\$0.20	\$0.30	\$0.65	\$0.75	\$1.00	\$3.25
Single junction, 1 or 2 ft. long.	.90	1.35	2.70	3.40	4.50	14.65
Double junctions	1.50	2.50	5.00	....	8.50	....
Increasers and reducers	....	1.50	2.50	....	4.00	....
P. traps	2.00	3.50	7.50	....	15.00	....
H. H. traps	2.50	4.00	8.00	....	15.00	....
In steady demand; price 73 per cent. off list at factory for car-load lots; 65 per cent. off list retail.						

Steel Beams and Channels.—Quiet. We quote:—\$2.50 to \$2.75, according to size and quantity; if cut, \$2.75 to \$3; angles, 1-14 by 3-16 and larger, \$2.50; tees, \$2.80 to \$3 per 100 pounds. Extra for smaller sizes of angles and tees.

Steel Rails.—80-lb., \$35 to \$38 per ton. The following are prices per gross ton, for 500 tons or over: Montreal, 12-lb. \$45, 16-lb. \$44, 25 and 30-lb. \$43.

Sheet Steel.—Market steady, with fairly good demand; 10-gauge, \$2.50; 12-gauge, \$2.55; American Bessemer, 14-gauge, \$2.35; 17, 18, and 20-gauge, \$2.45; 22 and 24-gauge, \$2.50; 26-gauge, \$2.65; 28-gauge, \$2.85.

Tank Plate.—3-16, \$2.40 100 lbs.

Tool Steel.—Jowett's special pink label, 10½c. Cyclops, 16c. "H.R.D." high speed tool steel 65c.

Tin.—Market more steady, with moderate activity. The price is maintained at 30½ and 31c.

Wheelbarrows.—Navy, steel wheel, Jewel pattern, knocked down, \$21.35 per dozen; set up, \$22.35. Pan Canadian, navy, steel tray, steel wheel, per dozen, \$4.30 each; Pan American, steel tray, steel wheel, \$4.25 each.

Zinc Spelter.—Business quiet; market firm at \$5.25 to \$5.50, outside market weaker.

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Montreal, March 24th, 1909.

So far as can be learned, there is no truth in the report heard last week to the effect that a new steel amalgamation was being formed in the United States. Whether such an amalgamation is likely to take place some time in the future or not, it seems to be a certainty that the companies are not ready to go in at the moment. Nothing has been done during the past week in the pig-iron market outside a few transactions in car lots and similar small tonnage for immediate delivery. Southern iron is offered at lower prices than a week ago, and Northern is nominally unchanged. Pennsylvania reports that buyers are taking no interest at all in the market although concessions from former prices could easily be obtained. Foundry and malleable iron is quoted at \$14.50 to \$14.75, Valley. Tariff discussions occupy the centre of the arena. The Payne Bill has been reported by the Commission, and it has recommended the placing of iron ore on the free list, the reduction of the duty on pig from \$4, to \$2.50 per ton, and reductions in other iron and steel material averaging from 40 per cent. to 50 per cent. of the duties now in force. These changes must come before the House of Representatives and the Senate.

The situation in England is very uncertain, but prices show little change, there being little business put through. The market is waiting on the outcome of tariff matters in the United States. Local English and export conditions remain about the same as previously. The general tone is easy, and purchases could probably be made at about two shillings less than formerly.

In Canada, business is reported fairly satisfactory, quite a heavy tonnage having been closed lately, although there is considerable hesitation on the part of buyers, owing to the hope that they may be able to make purchases later at lower prices. The general situation appears to be improving slightly, and this is inducing some purchasing. The trade is waiting on the United States, and there is little doubt that any real evidence of a strengthening of prices would occasion active purchasing.

Owing to the general hesitation and dullness, the market for finished and semi-finished products is quite uninteresting, so far as changes are concerned, no alteration in quotations having taken place.