at Alleghany and $16.50 at Cleveland,—this for No. 2 Foundry. In steel-making iron, there has not been enough trade in the east to establish a market; and no important contracts are recorded in the central west since the purchase, by the Cambria and Lackawana Steel Companies, at about $17.75, Valley furnaces, for Bessemer. Scrap has been in good demand, interest being centred in the railway offerings.

Notwithstanding the dullness in pig-iron, the railways are now placing contracts for a large tonnage of bridge material, rails, and structural material generally. The largest business in prospect, however, is for cars and locomotives. It is claimed that orders amounting to 500,000 tons of steel are in sight, exclusive of the requirements for wheels and axles, so that the requirements of the railways during the present season would give promise of being especially large.

There is no marked change in the English situation, but the tendency is towards a greater volume of business, with prices on the up-turn. Notwithstanding the unsatisfactory reports from the United States and the quieter tone on the continent, the different Scotch makers of pig-iron are very confident as to the future. They are asking higher prices for second half than for prompt delivery. The present high cost of raw material, ores, coke, etc., prevents a likelihood of any lowering of prices, and, with a reasonably good business, prices are almost sure to strengthen still further. Good orders are held for shipbuilding, and it is confidently expected that other large contracts will shortly be undertaken. Should these expectations be fulfilled, it will naturally assist steel-makers and have a decided influence on the pig-iron market. Scotch makers are well supplied with orders and are holding firm at recent advances. They are showing no anxiety to sell, believing that better market conditions will prevail later on in the year.

Local business continues good. It is believed that considerably larger orders for pig-iron have been placed this year than is customary at this early date. Many of the orders cover the requirements of customers for the bulk of the year. Canadian furnaces are behind on their orders and are not anxious sellers for any delivery. Consequently, consumers are looking to outside sources for supplies. These are being secured principally from England and Scotland. Importers are expecting many thousands of tons of pig-iron to arrive at the opening of navigation.

Dealers in shapes, bar iron and steel, sheets and plates are now confidently predicting an advance within a short time. They say that it has long been delayed but that the delay is now almost at an end, inasmuch as the material is costing more to produce and there is little or no surplus remaining. Meantime, prices hold steady as follows:—

Antimony.—The market is steady at 8 to 8¼c. (111).

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; mild steel, $1.85; sleigh shoe steel, $1.85 for 1 x ⅜-base; tire steel, $1.00 for 1 x ⅜-base; toe calk steel, $2.35; machine steel, iron finish, $1.90; imported, $2.20 (111, 119)

Building Paper.—Tar paper, 7, 10, or 16 ounces, $1.80 per 100 pounds; felt paper, $2.75 per 100 pounds; tar sheathing, 40c. per roll of 400 square feet; dry sheathing, No. 1, 30 to 40c. per roll of 400 square feet; tarred fibre, 55c. per roll; dry fibre, 45c. (See Roofing; also Tar and Pitch). (164).

Cement.—Canadian cement is quotable, as follows, in car lots, f.o.b., Montreal:—$1.30 to $1.40 per 350-lb. bbl., in 4 cotton bags, adding 10c. for each bag. Good bags re-purchased at 10c. each. Paper bags cost 2½ cents extra, or 10c. per bbl. weight. (26, 164).

Chain.—Prices are as follows per 100 lbs.:—¼-inch, $4.90; 5-16-inch, $4.40; ⅜-inch, $3.70; 7-16-inch, $3.50; ½-inch, $3.25; 9-16-inch, $3.20; ⅝-inch, $3.15; ¾-inch, $3.10; ⅞-inch, $3.05; 1-inch, $3.05.

Coal and Coke.—Anthracite, egg, stove or chestnut coal, $6.75 per ton, net; furnace coal, $6.50, net. Bituminous or soft coal: Run of mine, Nova Scotia coal, carload lots, basis, Montreal, $3.85 to $4 per ton; cannel coal, $9 per ton; coke, single ton, $5; large lots, special rates, approximately $4 f.o.b., cars, Montreal

Copper.—Prices are strong at 14 to 14¼c.

Explosives and Accessories.—Dynamite, 50-lb. cases, 40 per cent. proof, 15c. 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, 50c. per lb. Fuses, platinum, single strength, per 100 fuses:—4-ft. wires, $3; 6-ft. wires, $3.54; 8-ft. wires, $4.08; 10-ft. wires, $5.

Galvanized Iron.—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, $4.10; Colborne Crown, $3.85; Apollo, 10¾ oz., $4.05. Add 25c. to above figures for less than case lots; 26-gauge is 25c. less than 28-gauge, American 28-gauge and English 26 are equivalents, as are American 10¾ oz., and English 28-gauge. (111).

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

Iron.—The outlook is strong. The following prices are for carload quantities and over, ex-store, Montreal, prompt delivery; No. 1 Summerlee, $21.50 to $22 per ton; selected Summerlee, $21 to $21.50; soft Summerlee, $20.50 to $21; Clarence, $19.50 to $20; Carron, No. 1, $21.50 to $22, and Carron special, $21 to $21.50. (111).

Laths.—See Lumber, etc.

Lead.—Prices are about steady at $3.55 to $3.65.

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 of $1.50. Red pine, mill culls out, $18 to $22 per 1,000 feet; white pine, mill culls, $16 to $17. Spruce, 1-in. by 4-in. and up, $15 to $17 per 1,000 ft.; mill culls, $12 to $14. Hemlock, log run, culls out, $13 to $15. Railway Ties; Standard Railway Ties, hemlock or cedar, 35 to 45c. each, on a 5c. 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 5c. freight rate to Montreal. Laths: Quotations per 1,000 laths, at points carring $1.50 freight rate to Montreal, $2 to $3. Shingles: Cedar shingles, same conditions as laths, X, $1.50; XX, 2.50; XXX, $3. (112)

Nails.—Demand for nails is better and prices are firmer, $2.40 per keg for cut, and $2.35 for wire, base prices. Wire roofing nails, 5c. lb.

Paints.—Roof, barn and fence paint, 90c. per gallon; girder, bridge and structural paint for steel or iron—shop or field—$1.20 per gallon, in barrels; liquid red lead in gallon cans, $1.75 per gallon.

Pipe.Cast Iron.—The market shows a steady tone although demand is on the dull side. Prices are firm, and approximately as follows:—$32 for 6 and 8-inch pipe and larger; $33 for 3-inch and 4-inch at the foundry. Pipe, specials, $3 per 100 pounds. Gas pipe is quoted at about $1 more than the above. (74, 188).

Pipe.—Wrought and Galvanized.—Demand is about the same, and the tone is firm, though prices are steady, moderate-sized lots being: ¼-inch, $5.50 with 63 per cent. off for black, and 48 per cent. off for galvanized; ⅜-inch, $5.50, with 59 per cent. off for black and 44 per cent. off for galvanized; ½-inch, $8.50, with 69 per cent. off for black, and 59 per cent. off for galvanized. The discount on the following is 71½ per cent. off for black, and 61½ per cent. off for galvanized; ¾-inch, $11.50; 1-inch, $16.50; 1¼-inch, $22.50; 1½-inch, $27; 2-inch, $36; 2½-inch, $57.50; 3-inch, $75.50; 3½-inch. $95; 4-inch, $108.

Plates and Sheets.—Steel.—The market is steady. Quotations are: $2.20 for 3-16; $2.30 for ⅛, and $2.10 for ¼ and thicker; 12-gauge being $2.30; 14-gauge, $2.15; and 16-gauge, $2.10. (111).

Rails.—Quotations on steel rails are necessarily only approximate and depend upon specification, quantity and delivery required. A range of $30.50 to $31 is given for 60-lb. and 70-lb.; 80-lb. and heavier, being $30; 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. (73).

Railway Ties.—See lumber, etc.

Toronto, March 17th, 1910.

Opinions are divided as to the prospect of a tariff war with the United States, with, however, the weight of feeling that such a thing is unlikely. If our neighbors to the south should prove arrogant, Canadians have still the same recourse that they had when the McKinley Tariff was intended to "squeeze" them. That is, we can cultivate all the closer relations with markets beyond seas, and in so doing build up our marine transportation interests.

The signs look hopeful for an active spring trade. Much building is in prospect in both country and city. A record production goes on abroad in most, if not all, ingot metals, whose prices, notwithstanding, are generally steady. In iron and steel, quotations are well maintained.

Among camp supplies, the advance in meats and lard is pronounced. Barrel pork is higher; so also are dry and smoked salt meats. Eggs, on the other hand, are lower; sugar higher

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

Antimony.—Demand quiet at 9c. per 100 lbs. (111).

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

Bar Iron.—$2.00 to $2.10, base, per 100 lbs., from stock to wholesale dealer. Market supply limited. (111).

Bar Mild Steel.—Per 100 lbs., $2.10 to $2.20.

Boiler Plates.—¼-inch and heavier, $2.20. Boiler heads 25c. per 100 pounds advance on plate. Tank plate, 3-16-inch, $2.40 per 100 lbs.

Boiler Tubes.—Orders continue active. Lap-welded, steel, 1¼-inch, 10c.; 1½-inch, 9c. per 10 foot; 2-inch, $8.50; 2¼-inch, $10; 2½-inch, $10.60; 3-inch, $11 to $11.50; 3½-inch, $18 to $18.50 per 100 feet.