

(Continued from Page 232.)

9719—February 22—Directing that the G.T.R. keep the view at the said crossing free from obstruction by the growth of trees, or otherwise, and that, subject to this condition, the Railway Company be authorized to run its trains over the said highway crossing without limitation as to speed.

9720—February 24—Authorizing the V. V. & E. Railway Navigation Company to construct its industrial tracks across the tracks of the British Columbia Electric Railway Company and across certain streets and lanes in the city of Vancouver, B.C.

9721—February 25—Approving plans of drain to be constructed by the Township of Raleigh, under the tracks of the G.T.R. in the said township.

9722—February 25—Authorizing the C.P.R. to construct a spur for the Standard White Lime Company, Limited, at Beachville, Ontario.

9723—February 26—Approving location C.N.R. through Tps. 45 to 39, R. 18 to 20, west 4th Meridian, mileage 56.17 to 104.17, Alberta.

9724—February 26—Approving location C.N.O.R. through unsurveyed territory in the Sudbury Mining Division, mile 120 to mile 140 from Sudbury Junction.

9725—February 24—Directing that for the present and until further ordered the crossings of the G.T.R. at Trafalgar Road and Hale Street, in the Tp. of London, just east of the city of London, be protected by an electric bell to be installed within three months from date of this Order.

9726—February 25—Authorizing the city of Brantford, Ont., to construct a bridge on south Market Street over the canal of the Western Counties Electric Company, and the tracks of the Toronto, Niagara & Western, the Grand Trunk, and the Brantford & Hamilton Electric Railway Companies.

9727—February 28—Approving location G.T.P. Branch Lines Company, Yorkton-Canora Branch, from Sec. 2, Tp. 26, R. 4 to Sec. 36, Tp. 30, R. 4, west 2nd Meridian, Saskatchewan, mileage 25 to 54.70.

9728—February 28—Approving Supplement 3 to C.N.R. Standard Freight Tariff C.R.C. No. 38, giving maximum freight tolls to apply on the Pas Mission Branch between Hudson Bay Junction, Sask., and Pas Mission, Keewatin; also between stations on said branch and stations on C.N.R.'s other lines west of and including Port Arthur, Ont., and on the Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Company.

9729—February 28—Approving standard plans of C.P.R. for highway and farm crossings.

9730—February 28—Authorizing C.N.R. to open for carriage of traffic its line of railway from Etoimami, Sask., to Pas Mission, Keewatin, and directing that the Railway Company provide and furnish between said points a mixed train service once a week each way; the speed of trains not to exceed 18 miles per hour.

9731—February 22—Authorizing C.N.R. to open for the carriage of traffic its line of railway from Dalmeny to Laird, Sask.

9732 and 9733—February 25—Directing that the crossings of the M.C.R. immediately west of Woodslee Station, and at a point immediately west of Wyndham Station, be protected by standard electric bells.

## MARKET CONDITIONS.

Following the quotations of the various articles listed in the markets will be found in brackets numbers, thus (10). These numbers refer to the list number of advertisers on page 3 of this issue and will assist the reader to quickly find the name and address of a firm handling any particular article. Buyers not able to secure articles from these firms at the prices mentioned will confer a favor by letting us know.

Montreal, March 10th, 1910.

In view of the discussion which is going on, concerning the probability that the Government will allow the bounties on iron and steel to expire at the end of their present term, namely, December 31st next, it may be interesting to learn upon what scale these bounties were paid during the past few years. The table which follows shows the rates during 1907, 1908, 1909, and 1910.

The bounty payments on pig-iron and steel manufactured by the electrical process do not expire with the others at the end of this year, having been extended to the end of 1912 as an encouragement to a process which is still in an experimental stage and the future of which is exceedingly doubtful. So far as the iron and steel trade is concerned, in Canada, it is not benefited by the continuance of the bounties on the electrical process. The table is as follows:—

	1907 & 1908.	1909.	1910.
Pig Iron (manufactured from Canadian ore).....	\$2.10	\$1.70	\$0.90
Pig Iron (manufactured from Foreign ore).....	1.10	.70	.40
Puddled Bars.....	1.65	1.05	.60
Steel.....	1.65	1.05	.60
Mfrs. of Steel, Wire Rods.....	6.00	6.00	6.00
Electric Process, Pig-Iron.....		2.10	2.10
Electric Process, Steel.....		1.65	1.65

It is interesting to look back over the period in which bounties on iron and steel and the products thereof have been paid by the Dominion Government. In all up to the 31st of March, 1909, the sum of \$13,671,796 has been paid, this sum being made up as follows:—

Bounties on Pig-Iron.....	\$6,261,638
" " Puddled Iron Bars.....	113,674
" " Steel.....	5,660,782
" " Manufactures of Steel.....	1,635,702

Total.....\$13,671,796

The payments began in 1895 and 1896, with \$169,215, falling to \$86,894 in 1896 and 1897, this being the smallest payment made in any one year. The following year this reached \$240,814. At the beginning of the century payments were within a short distance of the half-million mark, the following year reaching \$791,000, and jumping in 1902-03 to \$1,400,000. The \$2,000,000 mark was exceeded in 1905-06, and the largest payment ever made was in 1907-08, when not less than \$2,303,153 was distributed among the iron and steel plants of Canada, purely as a bonus. The payment in 1908-09 was about half a million less than the figure mentioned.

There were no new developments in the pig-iron markets of the United States. So far as can be seen, prices are about the same as before, and are likely to remain so for some time to come. Apparently the market is in very good shape and the coming season will see considerable activity, no boom being indicated, however, by anything that can be seen at present.

Cables from Great Britain are generally to the effect that quotations are about steady and trade is fairly active, although it is claimed that there are a few advances in price, here and there. The trade is feeling quite hopeful, from all accounts.

Locally there is no change. Things go on about as before. Demand is very fair and prices are steady. Dealers in all sorts of iron and steel products have been looking forward to advances in price but for some reason these advances fail to develop. The general feeling still is that as soon as navigation opens and outside construction is renewed the demand for bar iron and steel, plates and shapes and similar lines cannot but have the effect of forcing prices up. Meantime, the following list stands:—

**Antimony.**—The market is steady at 8 to 8½c. (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 ¾-base; tire steel, \$1.00 for 1 x ¾-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; ¾-inch, \$3.70; 7-16-inch, \$3.50; ½-inch, \$3.25; 9-16-inch, \$3.20; ¾-inch, \$3.15; 1-inch, \$3.10; ¾-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; canal 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 14½c.

**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, 10½ 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 10½ 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, 33 to 45c. 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 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. (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; ¾-inch, \$5.50, with 59 per cent. off for black and 44 per cent. off for galvanized; 1½-inch, \$8.50, with 60 per cent. off for black, and 59 per cent. off for galvanized. The discount on the following is 7½ per cent. off for black, and 6½ 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: \$2.30 for 3-16; \$2.30 for ¼, and \$2.10 for ½ and thicker; 12-gauge being \$2.30; 14-gauge, \$2.15; and 16-gauge, \$2.10. (111).