

**Lime.**—In plentiful supply and moderate movement. Price for large lots at kilns outside city 21c. per 100 lbs. f.o.b. cars; Toronto retail price 35c. per 100 lbs. f.o.b. car.

**Lumber.**—A moderate movement of pine is reported, and the supply is adequate. The price holds its own. Dressing, we quote, \$32 to \$35 per thousand for usual lengths (12, 14, and 16 ft.) and stock sizes of boards, and \$38 to \$40 for special lengths, common stock boards, as to grade, \$24 to \$28; culls, \$22. Southern pine and Norway pine are somewhat easier. Hemlock moves more freely and quotes at \$19 to \$21.50, according to size. Much spruce comes from the East and is in better demand; the price asked for flooring is \$27 wholesale and \$30 retail. Shingles, B.C., in more active demand, retailing at \$3.75 per thousand. Laths are quiet, No. 1 quote at \$4.25 on track, No. 2 at \$3.75.

**Nails.**—Wire, \$2.55 base; cut, \$2.70; spikes, \$3.15.

**Pitch.**—Fair demand at 75c. per 100 lbs.

**Pig Iron.**—More pig is selling; Summerlee quotes: No. 1, \$25.50; No. 3, in car load lots, \$22 to \$23 here; Glengarnock, \$25.50; Clarence, No. 3, \$19.50 to \$20; No. 1 Cleveland, \$20 to \$22; Old Country market is still firm.

**Steel Rails.**—80-lb., \$35 to \$38 per ton. The following are prices per gross ton; Montreal, 12-lb. \$45, 16-lb. \$44, 25 and 30-lb. \$43.

**Sheet Steel.**—In moderate supply; 10-gauge, \$2.65; 12-gauge, \$2.70.

**Tar.**—There is some activity in a small way; \$3.50 per barrel the ruling price.

**Tank Plate.**—3-16-in., \$2.65.

**Tin.**—Firmly held abroad by speculative interests; price here continues at 33 to 34c.

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Montreal, May 14th, 1908.

The United States pig iron markets are in even more unsettled condition than they have been during the past three or four months, owing particularly to the report of a break in the understanding which previously existed among the producers for the maintenance of prices at a fairly high level. Certain independent furnaces have been selling at \$1 to \$2 per ton lower than the united interests, and as the large producers found this interfering with their business they have decided to take orders at the best figure obtainable. The result is that northern and southern furnaces are now open to sell at what is considered in some cases to be less than cost. Consumers have been claiming that lower prices were necessary to permit of their securing business and it is now for them to show that their contentions were justifiable and that larger orders can be obtained at lower figures. The position to-day is that there is practically no combine or understanding as to prices for pig iron, but it is doubtful if very materially lower figures will be arrived at, the contention being that prices are to-day in many cases higher than some sales have recently been made at. This is a question which will, no doubt, be governed by the position of ore and coke supplies.

The English and Scotch markets continue fairly strong, fluctuations in market prices being almost entirely a matter of speculation. Recent advises, however, are not quite so optimistic and on some hands it is contended that prices may reach a lower level owing to decreasing demand. The fact that all negotiations to prevent the shipbuilders lockout have failed, will materially affect the iron and steel trade. There are also rumors that American producers have sold iron to Continental points in competition with English iron. This may have the effect of lessening the export demand. Generally speaking, however, the situation is not quite so satisfactory as it has been, especially in view of the fact that stocks in store are again beginning to show a slight increase.

Locally there continues to be a fair demand for foundry iron and apparently the volume of business is increasing somewhat. The bulk of Canadian business is, however, being taken by local furnaces which are large producers. English and Scotch metal will continue to come in, and will be used

by foundrymen who make special class of casts. The price of import metal continues fairly firm and will only be affected in case English and Scotch markets show a decided fall. Cables received up to the present have, however, not quoted lower figures.

**Antimony.**—The market is firm and sales are being made at 9½ to 10c. per lb.

**Bar Iron and Steel.**—Demand is picking up a little and merchants think they have turned the corner for the time being. Steel prices dropped 5 to 10c. all around the first of the month, but are again steady. Bar iron, \$1.90 per 100 pounds; best refined horseshoe, \$2.15; forged iron, \$2.05; mild steel, \$1.95; sleigh shoe steel, \$1.95 for 1 x ¾-base; tire steel, \$2 for 1 x ¾-base; toe calk steel, \$2.45; machine steel, iron finish, \$2.05.

**Boiler Tubes.**—The market holds steady, demand being fair, prices are as follows:—2-inch tubes, 8 to 8¼c.; 2½-inch, 11c.; 3-inch, 12 to 12¼c.; 3½-inch, 15 to 15¼c.; 4-inch, 19¼ to 19½c.

**Building Paper.**—Tar paper, 7, 10, or 16 ounce, \$2 per 100 pounds; felt paper, \$2.75 per 100 pounds; tar sheathing, No. 1, 60c. per roll of 400 square feet No. 2, 40c.; dry sheathing, No. 1, 50c. per roll of 400 square feet, No. 2, 32c.

**Cement—Canadian and American.**—Canadian cement, \$1.70 to \$1.75 per barrel, in cotton bags, and \$1.95 and \$2.05 in wood, weights in both cases 350 pounds. There are four bags of 87½ pounds each, net, to a barrel, and 10 cents must be added to the above prices for each bag. Bags in good condition are purchased at 10 cents each. Where paper bags are wanted instead of cotton, the charge is 2½ cents for each, or 10 cents per barrel weight. American cement, standard brands, f.o.b. mills, 85c. per 350 pounds; bags extra, 10c. each, and returnable in good condition at 7½c. each.

**Cement—English and European.**—English cement is steady at \$1.85 to \$1.90 per barrel in jute sacks of 82½ pounds each (including price of sacks) and \$2.20 to \$2.30 in wood, per 350 pounds, gross. Belgian cement is quoted at \$1.75 to \$1.85 per barrel in bags, and \$2.05 to \$2.20 per barrel, in wood.

**Copper.**—The market is steady at 14 to 14½c. per pound. Demand continues limited.

**Iron.**—The steamships are now arriving at Montreal with iron from Great Britain, and as a result the spread between the prices quoted for spot business and business to arrive has disappeared, the latter prices now prevailing. The following are quotations for pig-iron now arriving;—No. 1 Summerlee, on cars, Montreal, \$20.50 to \$21 per ton; No. 2 selected Summerlee, \$20 to \$20.50; No. 3, soft, \$19.50 to \$20; Cleveland, \$18.50, and No. 3 Clarence, \$18; No. 1 Carron, \$22 to \$22.50; Carron special, \$20.25 to \$20.75; Carron, soft, \$20 to \$20.50.

**Lead.**—Trail lead is weak and prices are steady at \$3.80 to \$3.90 per 100 pounds, ex-store.

**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 shows a slight improvement in demand, now that spring is opening up, but prices are easy at \$34 for 8-inch pipe and larger; \$35 for 6-inch pipe; \$36 for 5-inch, and \$36 for 4-inch at the foundry. Gas pipe is quoted at about \$1 more than the above.

**Pipe—Wrought.**—The market is quiet and steady at last week's range:—¼-inch, \$5.50, with sixty-three 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. The discount on the following is 68 per cent. off for black and 58 per cent. off for galvanized; ½-inch, \$8.50; 1-inch, \$16.50; 1¼-inch, \$22.50; 1½-inch, \$27; 2-inch, \$36; and 3-inch, \$75.50; 3½-inch, \$95; 4-inch, \$108.

**Spikes.**—Railway spikes are in fair demand, \$2.60 per 100 pounds, base of 5½ x 9-16. Ship spikes are steady at \$3.15 per 100 pounds, base of 5½ x 10 inch and ¾ x 12 inch.