9117—December 30—Authorizing the C.N.O. Railway to construct its line and tracks across public road between Scarboro and Pickering Townships, Ontario.

9118—December 30—Authorizing the C.P.R. to reconstruct bridge over Fraser River, Thompson Section of its line, B.C.

9119 to 9121 Inc.—December 31—Authorizing the C.N.O. Railway to construct its railway across public road at three points in District Nipissing, Ont.

9122—December 31—Extending until 31st May, 1910, the time within which the G.T.R. may install gates at College Street, Lennoxville, P.Q.

9123—December 31—Authorizing the C.N.O. Railway to construct its railway across public road between Lots 26 and 27, Con. D, Stn. 353, Scarboro Township, Ontario.

9124—December 31—Authorizing the C.P.R. to construct industrial spur for the Manitoba Bridge & Ironworks, Limited, Winnipeg, Man.

9125—December 31—Authorizing the C.P.R. to construct industrial spur for H. E. Parent & Company, Campbell Township, Labelle County, P.Q.

9126—January 3—Directing that C.N.R. at its own expense, provide day and night watchman at Pembina Street Subway, Winnipeg, Man.

9127—January 3—Authorizing the C.N.O. Railway to construct proposed bridge over Little Rouge River, Scarboro Township, Ontario.

9128—December 21—Rescinding Order of the Board No. 653, dated July 5th, 1905, directing the C.P.R., G.T.R., and the C.N.R. to establish commodity rates on metallic shingles; by directing them to equalize their freight rates on metallic shingles and metallic siding from eastern points to Manitoba, Saskatchewan, and Alberta, as against the freight rates charged on the unmanufactured material.

9129—December 31—Authorizing the C.P.R. to operate branch line in Etobicoke Township, York County, Ontario, and also connect its tracks with the tracks of the G.T.R.

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, January 13th, 1910.

It is very encouraging to read reports from the United States to the effect that foundries and agricultural implement factories and other melters of pig-iron are all commencing to be very busy again, business in these lines having been very slack during the latter part of 1909. Manufacturers of cast-iron pipe, however, have been the largest purchasers of pig-iron since the first of the year. Negotiations with steel works, for basic and low phosphorus iron, have not resulted in improved contracts, as yet, this year, although some 40,000 tons are under negotiation for shipment over the first and second quarters. Enquiries do not now extend over the first half. Railways are not placing orders freely for structural steel for shipment for the first quarter, but a large tonnage of steel rails has been negotiated. It is expected that the Montreal Street Railway will shortly place its order for 1,500 tons of heavy sections with United States mills, inasmuch as the company requires the grooved rail, which is not made in Canada.

Conditions in Great Britain are very encouraging, as may be seen from a cable just received from Glasgow, and which reads as follows:—"Market strong and prices advancing. Do not sell more without cabling enquiries." Subsequent advices show an advance of 2s. per ton on Scotch pig-iron. Other cables, dealing with steel material, such as bars, channels and angles, go to confirm the above, so that local importers are fully convinced that higher prices will prevail during the coming summer. A better feeling is to be seen in Germany and Belgium, also, and the outlook on the other side of the Atlantic is in every way favorable.

Prospects for business in Canada are very bright. Consumers of pig-iron are evidently well supplied with orders, and a number of the largest of these are now in the market for supplies for the greater part of 1910, if not all of it. Several large orders have been booked by importers during the past week, and others are now being dealt with. The fact that Canadian furnaces are so placed that they cannot offer foundry iron in any considerable quantity, compels users of these grades to look to outside sources for their supplies. It is expected that the additional blast furnace capacity now being erected in this country will go a considerable distance towards caring for the requirements of the country, after August and September next. The new Midland furnace, of about 250 tons per day, is expected to go into blast about May 1st; the 500-ton furnace now in course of erection by the Algoma Steel Company at the Soo will be ready for operation about August or September, and it is expected that the Dominion Iron Company's furnace, of 500 tons, will be ready about the same time. This will add about 1,250 tons per day to the present output of pig-iron in Canada. That these furnaces are not being erected any too soon is shown by the fact that over 100,000 tons of pig-iron were imported into Canada in 1900, and, notwithstanding this, consumers are even now rather short of supplies. Imports this year will probably be still heavier than last year, and consumption in Canada is showing a constant upward trend. In view of the situation, many well-informed people anticipate that the requirements of the country will so increase that additional furnaces will be required within the next two or three years. The product of the new furnaces at Sydney and the Soo will be entirely required by the affiliated steel plants, so that only the increased output of the Midland furnace can be added to the amount previously available for the foundry trade.

The market for finished and semi-finished products holds very steady and almost no alterations are yet quotable. Some few alterations creep in from time to time but they are not generally of much importance. Some alterations were made recently in the discounts on wrought and galvanized pipe, but otherwise nothing new is evident. The market on building paper, tar, pitch, and similar lines has actually shown no alteration for a whole year. It is expected, however, that ere long there will be advances.

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

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.

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).

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.

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. Double strength fuses, 4-ft., $3.75; 6-ft., $4.29; 8-ft., $4.83; 10-ft., $5.37. Fuses, time, double-tape, $6 per 1,000 feet; explohmeters, fuse and circuit, $7.50 each.

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.

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.

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.

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 is unsettled and uncertain, as dealers are compelled to meet competition from all sources. Prices are easy and approximately as follows:—$31 for 6 and 8-inch pipe and larger: $32 for 5-inch and 4-inch at the foundry. Pipe, specials, $3 per 100 pounds. Gas pipe is quoted at about $1 more than the above.

Pipe.—Wrought and Galvanized.—Demand is much better and the tone is firm, though prices are steady, moderate-sized lots being: ¼-inch, $5.50 with 69 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.

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.

Railway Ties.—See lumber, etc.