

9762 and 9763—March 2—Authorizing Seymour Power & Electric Company to carry its wires across the wires of the North American Telegraph Company at Campbellford, Ont., and across the tracks of the Bay of Quinte Railway at Stoco, Ont.

9764 to 9773 Inc.—March 2—Authorizing the Manitoba Government Telephones to carry its telephone wires across the track of the C.N.R. at ten different points in the Province of Manitoba.

9774—March 4—Authorizing the G.T.R. to construct and operate a cross-over track on Ferguson Avenue, north of Barton Street, Hamilton, Ont.

9775—March 3—Authorizing C.P.R. to construct two industrial spurs at Medicine Hat, Alberta, for the Alberta Clay Products Company, Limited.

9776—March 4—Amending Order No. 9047, December 24th, 1909, by striking out the words "Twenty-third Street," and substituting "Twenty-fourth Street."

9777—March 3—Directing that all Telegraph Companies carrying on business in Canada file with the Board, on or before April 1st, 1910, copies of all forms used in transmitting and receiving messages.

9778—March 1—Directing (1) that the C.P.R. widen the cut on the west side of the railway 25 feet, if its present right-of-way permits at the crossing between Concessions 10 and 11, Tp. of Medonte; work to be completed by 1st October, 1910. (2) That the proposed road on the west side of the railway at Lot 10, Concession 10, between mileage 163.06 and mileage 162.85, connecting the original road with the present crossing at mileage 162.95, be graded for use as a public highway, and an electric bell be installed by the Railway Company by 1st May, 1910. (3) That the Railway Company excavate the bank on the east side of the track at the crossing between Concessions 9 and 10, to the limit of its right-of-way at the crossing; such excavation to run out to nothing about 200 feet north of crossing. (4) That the Railway Company take down the snake fence on the east side of the track and the south side of the highway at the crossing between Lots 5 and 6, Concession 9, and replace same with a wire fence for a distance of 100 feet from the track. (5) That at the crossing at Hobart Station both approaches be widened and properly gravelled for use as a highway. (6) That the approaches to the crossing between Concessions 7 and 8 be properly gravelled, and (7) that the crossings between Concessions 6 and 7, and 2 and 3 stand for future consideration by the Board; these crossings all being in the Township of Medonte.

9779—March 3—Directing that the crossing by the M.C.R. of the highway just west of Ruscombe Station, Ont., be protected by a standard automatic electric bell.

9780—March 3—Dismissing application of the Parish of St. Jacques des Piles for an Order directing the C.P.R. to construct a suitable crossing where the said railway intersects the street "I" in the village of St. Jacques des Piles, Que.

9781—March 3—Authorizing the Vancouver, Victoria & Eastern Railway and Navigation Company, and the C.P.R., to operate their trains over crossing on line of railway from Sapperton to the Fraser River Lumber Company's mills at New Westminster, B.C., without first being brought to a stop.

9782—February 21—Directing the Bell Telephone Company to allow and provide a connection of its telephone system with the West Williams Telephone Company, at Parkhill, Ont., upon such terms as to compensation as may be agreed upon between the parties.

9783—March 5—Approving location of Esquimalt & Nanaimo Railway from mile 0 at Parksville on the Wellington to Alberni Branch of its railway to mile 34.79, at Union Bay, District of Nelson, on Vancouver Island, B.C.

9784—March 5—Authorizing the C.N.O.R. to divert the public road between Lots 20 and 21, Concession 4, Township of Whitty, Ont.

9785 to 9789 Inc.—March 4—Authorizing the Bell Telephone Company to carry its wires across the tracks of the G.T.R. at five different points in the Province of Ontario.

9790—March 7—Authorizing the Essex Terminal Railway Company to construct a second track across MacDougall Street, an existing highway in the Township of Sandwich West, and a spur track south of said second track across the said MacDougall Street.

9791—March 4—Authorizing the C.P.R. to construct its railway across certain highways between Concessions 3 and 4, in Lot 6, Concession 3, between Concessions 2 and 3, and between Concessions 1 and 2, Township of Etobicoke.

9792—March 7—Authorizing the C.P.R. to use and operate 24 bridges on its Mountain, Edmonton, Shuswap, Medicine Hat and Laggan Sections.

9793—March 4—Authorizing the C.P.R. to construct and operate an extension to an industrial spur to the premises of the Brandon Brewing Company, Brandon, Man.

9794—March 3—Directing the M.C.R. to install a standard automatic electric bell at some point between Medora and Thomas Street crossings, west of Essex Station, Ontario.

9795—March 7—Authorizing the C.P.R. to use and operate the subways at First Street West and Second Street East, in Calgary, Alberta.

9796—March 7—Authorizing the C.P.R. to use and operate a bridge over Ferry Slip in the city of Vancouver, B.C.

9797—March 7—Authorizing the C.P.R. to use and operate the bridges, Nos. 8.2, and 8.3, on the McLeod Section of its line of railway.

9798—March 7—Authorizing the C.P.R. to use and operate four bridges on the Swift Current Section of its line of railway.

9799—March 8—Authorizing the G.T.R. to construct and operate a passing track across the public road allowance between Lots 5 and 6, in the concession fronting on the Great Cataract River, Township of Kingston, Ont., and being the first road crossing east of the Montreal Street Subway at Kingston, Ont.

9800—March 8—Authorizing the Goderich Elevator and Transit Company, Limited, to construct a bridge for foot passengers across the track of the G.T.R. to the track of the C.P.R., immediately west of the Goderich Elevator.

9801—March 8—Directing the V. V. & E. Railway and Navigation Company to grade and put in good order before the 1st of July, 1910, within the limits of its right-of-way, the approaches to the undergrade crossing on the farm of Eric Anderson, District of New Westminster, B.C.

9802—March 1—Directing the G.T.R. to protect the crossing at Main Street, Ottawa East, by gates, to be operated by a day and a night watchman, the gates to be installed not later than the 1st of June, 1910.

9803—March 7—Authorizing the Essex Terminal Railway to construct a second track across Dougall Road, Township of Sandwich West, Ontario.

9804—March 7—Authorizing the C.P.R. to use and operate bridge at mileage 31.2, on the Cascade Section of its line of railway.

9805—March 1—Directing the G.T.R. to install an electric bell at Main Street crossing, village of Carp, Ontario.

9806—March 8—Rescinding Order of the Board No. 9157, dated January 5th, 1910, which authorizes the C.N.O.R. to cross and divert the lines and tracks of the G.T.R. near Brighton, Ontario.

9807—March 8—Amending Order No. 9736, dated February 28th, 1910, which authorizes the construction of a branch line of railway in the town of Thorold, Ont., by inserting after the word "and" in the fifth line of the operative part of the said Order the words "of the Municipal Council of the Town of Thorold."

9808—March 8—Authorizing the Seymour Power & Electric Company, Limited, to carry its transmission line across the C.P.R. at Sulphide, Ontario.

9809—March 1—Directing that the bridge-tender at present employed day and night by the G.T.R. at Echo River, Ottawa East, shall act as flagman at that crossing.

9810—March 8—Directing that the crossing of the highway by the New York Central and Hudson River Railway at rail level, near the village of Beauharnois, Quebec, be protected by an electric bell to be installed and thereafter maintained at the expense of the Railway Company.

9811—March 8—Approving plans and specifications of a bridge over Moisson Creek, Township of Rochester, G.T.R.

9812—March 8—Approving plans and specifications of a bridge over Duck Creek, Township of Rochester, G.T.R.

9813—March 9—Directing that the rate to be charged by the express companies for the carriage of daily newspapers from Winnipeg, shall be the same as charged by the Dominion Express Company in Eastern Canada, namely, ¼ cent per pound on the aggregate weight per month, to points reached by the said companies within three hundred miles of Winnipeg, exclusive of wagon service.

9814-15—March 9—Authorizing the Manitoba Government Telephones to carry its wires across tracks of the Brandon, Saskatchewan & Hudson's Bay Railway Company at two points.

9816-17—March 9—Authorizing the Farmers' Rural Telephone Company to carry its wires across the tracks of the C.P.R. at two points, in the Province of British Columbia.

9818 to 9826 Inc.—March 9—Authorizing the Hamilton Cataract Power, Light and Traction Company, Limited, to erect its power and light wires across the lines of the Bell Telephone Company at ten points, and the Hamilton, Grimsby and Beamsville Electric Railway Company, at one point.

9829—March 9—Directing the protection of crossing at Merry Street, Magog, Quebec, by the C.P.R., to be protected by an automatic electric bell; the town to do certain filling in at the approach to the bridge, and erect fences from the railing at the northwest angle of the bridge in a westerly direction along the top of the bank, to a point fifteen feet west of the western boundary of Merry Street, produced.

9830—February 7—Authorizing the Dominion Light, Heat and Power Company to carry its light and power lines underneath the track of the Montreal Terminal Railway Company at the intersection of Aird Street, Maisonneuve, Quebec.

9831 to 9838 Inc.—March 7—Ordering the Railway Companies concerned in the crossings at the following points, be relieved for the present from providing further protection at the crossings named, it appearing from an inspection made by the Board's Engineer and Operating Department, and from plans furnished, that the views at the crossings are excellent from both directions; that the crossing signboards are properly placed, and that there are whistling posts on the railway:—1. G.T.R. crossing south of Milton Station, Ont.; 2. G.T.R. crossing highway one and one-half miles north of Maple, Ont.; 3. G.T.R. crossing highway, 1st highway east of York Station, Ont.; 4. G.T.R. crossing highway between Concessions 4 and 5, Township of Tecumseh; 5. M.C.R. crossing second highway west of Pelton, Ontario; 6. G.T.R. crossing three-quarters of a mile south of Beeton Station, Ontario; 7. G.T.R. crossing first highway south of Bradford, Ontario; 8. G.T.R. crossing first highway west of Manilla Junction, Ontario.

9839 to 9847 Inc.—March 10—Authorizing the Esquimalt and Nanaimo Railway Company to construct its tracks across nine highways on its Comox Extension, from mile 0 at Parksville, to mile 34.79 at Union Bay, B.C.

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 17th, 1910.

The feature of the market for pig-iron, in the United States, is the weaker feeling in the eastern district. There has also been evidence of some further declines even in the north and south. Sales, however, continue large, and the output is very heavy. It seems to be the opinion of people on the local market that the production of pig-iron in the United States is now at a high record, so that the weakness is to some extent explained. During the past week, the Westinghouse Electrical Manufacturing Company has purchased 15,000 tons on a basis of \$16.75 per ton, delivered