

ENGINES FOR TEMISKAMING

Specifications of Four New Locomotives for T. & N. O. Rly.

The Canadian Locomotive Company, Limited, of Kingston, Ontario, are building four new locomotives for the Temiskaming and Northern Ontario Railway. The specification follows:—

Engine.	
Gauge	4 ft. 8½ in.
Type of Engine, 4-6-2	Pacific type passenger locomotive.
Fuel used	Bituminous coal.
Weight in Working Order, Drivers ..	135,500 lbs.
Weight in Working Order, Total	202,500 lbs.
Wheel Base of Engine, Rigid	12 ft. 7 in.
Wheel Base of Engine, Total	31 ft. 6 in.
Wheel Base of Engine and Tender ..	57 ft. 10 in.
Height over all, Engine and Tender ..	14 ft. 9¼ in.
Heating Surface, Fire Box	162 sq. feet.
Heating Surface, Tubes	2,705 sq. feet.
Heating Surface, Total	2,867 sq. feet.
Diameter of Driving Wheels	60 in.
Material of Driving Wheels Centres ..	Cast steel.
Diameter and Length of Driving Journals	9½ in. x 12 in.
Diameter of Cylinders	21 in.
Stroke of Cylinders	28 in.
Type of Boiler	Extended wagon top.
Working Pressure of Boiler	200 lbs. per sq. inch.
Number of Tubes	272.
Diameter of Tubes	2 in.
Length of Tubes	10 ft. 0 in.
Injectors	No. 9 locomotive type.
Safety Valves	Coale's muffled pop.
Brakes	West'house No. 6 E.T.
Kind of Packing	U.S. Multiangular Metallic.
Tender.	
Weight of Tender, Loaded	123,000 lbs.
Capacity of Tank in Imp. Gallons ..	5,500 lbs.
Style of Tank	Hopper type.
Coal Capacity	10 tons.
Style of Truck	4 wheel equalized.
Diameter of Wheel	36 in.
Kind of Wheel	Schoen solid steel type.
Diameter and Length of Journal	5½ in. x 10 in.
Brake Beam	Simplex I beam type.

MARKET CONDITIONS.

Montreal, July 27th, 1910.

Conditions in the iron market of the United States are practically unchanged. Buyers are taking only what they cannot possibly do without, their view of the market being that further declines are not at all improbable. It seems to be the opinion that the dullness of the past few weeks may continue for some time to come, so that it is very difficult to make sales under the circumstances. The whole point is whether or not prices are likely to go lower in the meantime. About the only business done in the south during the week was for a very small quantity of pig-iron, and even this business had to be done at a reduction in price.

The situation both in the pig-iron and in the steel markets is greatly influenced by the relationship of the railways and the Interstate Commerce Commission. The railways are being prevented by the Commission from putting into effect the higher rates until at least the first of November, and it is thought that this will in all probability influence them to make few or no extensions while awaiting increased earnings. Unfortunately these suspended hostilities between the Commission and the railways are exerting their influence on the iron and steel markets.

In all branches of the iron and steel industry there is a tendency on the part of consumers to go slow. There has also been some discussion regarding the possibility of a cut in the price of sheets by the Steel Trust. Some products have not yet been marked down sufficiently, it is thought, and this naturally prevents buyers from operating. The railways are not only practically out of the market as buyers of rails, but also of other kinds of steel, and of different railway equipment. The crop situation is also exerting a great deal of influence at the present time, inasmuch as a failure of any considerable extent would undoubtedly induce the railways to cease to make further extensions which would otherwise be made.

Advices received from Great Britain show that there is practically no change in the iron and steel markets on the other side of the Atlantic. A certain amount of export is constantly in progress, but the volume is very light at the present time. Nothing new seems to have developed in the market, and prices continue at about the same level as has prevailed for some months past.

In the local market there is nothing new. Demand throughout the country is reported to be fairly satisfactory, but there is very little snap to the buying, and everything indicates that consumers are following the policy of restricting purchases until the situation develops more certainty. Prices continue practically unchanged all along the line, not only for raw material, but for finished and semi-finished products.

The market holds steady at recent prices:—

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

Bar Iron and Steel.—The market holds dull and steady. Bar iron, \$1.90 per 100 pounds; best refined horseshoe, \$2.15; forged iron, \$2.05; mild steel, \$1.90; sleigh shoe steel, \$1.90 for 1 x ¾-base; tire steel, \$2.00 for 1 x ¾-base; toe calk steel, \$2.40; machine steel, iron finish, \$1.95; 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 wire will be the largest in the history of the country. Prices on foreign 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.

Chain.—The market is unchanged, being now per 100 lbs., as follows:—¼-in., \$5.30; 5-16-in., \$4.70; ¾-in., \$3.90; 7-16-in., \$3.65; ½-in., \$3.55; 9-16-in., \$3.45; ¾-in., \$3.40; ¼-in., \$3.35; ¾-in., \$3.35; 1-in., \$3.35.

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 13¼ to 14c.

Explosives and Accessories.—Dynamite, 50-lb. cases, 40 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, 10¼ oz., \$4.05. Add 25c. to above figures for less than case lots; 26-gauge 1½ 25c. less than 28-gauge, American 28-gauge and English 26 are equivalents, as are American 10¼ oz., and English 28-gauge.

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

Iron.—The market is steady and prices unchanged. Following are the prices, on cars, ex-wharf, Montreal:—No. 1 Summerlee, \$20.50 to \$20.75 per ton; selected Summerlee, \$20 to \$20.25; soft Summerlee, \$19.50 to \$19.75; Carron, special, \$20 to \$20.50; soft, \$19.50 to \$20; Clarence, \$17.25 to \$17.50; Cleveland, \$17.25 to \$17.50 per ton.

Laths.—See Lumber, etc.

Lead.—Prices are easier, at \$3.35 to \$3.45.

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 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 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.

Nails.—Demand for nails is steady and prices are: \$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.

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 69 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, \$75.05; 3½-inch, \$95; 4-inch, \$108.

Plates and Sheets, Steel.—The market is steady. Quotations are: \$2.20 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.

Rails.—Quotations on steel rails are necessarily only approximate and depend upon specification, quantity and delivery required. A range of 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.

Roofing.—Ready roofing, two-ply, 70c. per roll; three-ply, 95c. per roll of 100 square feet. Roofing tin caps, 6c. lb.; wire roofing nails, 5c. lb. (See Building Paper; Tar and Pitch; Nails, Roofing).

Rope.—Prices are steady, at 9c. per lb. for sisal, and 10½c. for Manila. Wire rope, crucible steel, six-strands, nineteen wires; ¼-in., \$2.75; 5-16, \$3.75; ¾, \$4.75; 1, \$5.25; 1½, \$6.25; 2, \$8; 2½, \$10; 3-in., \$12 per 100 feet.

Spikes.—Railway spikes are steady, at \$2.45 per 100 pounds, base of 5½ x 9-16. Ship spikes are steady at \$2.85 per 100 pounds, base of ¾ x 10-inch, and ¾ x 12-inch.

Steel Shafting.—Prices are steady at the list, less 25 per cent. Demand is on the dull side.

Telegraph Poles.—See lumber, etc.

Tar and Pitch.—Coal tar, \$3.50 per barrel of 40 gallons, weighing about 500 pounds; roofing pitch, No. 1, 70c. per 100 pounds; and No. 2, 55c. per 100 pounds; pine tar, \$8.50 per barrel of 40 gallons, and \$4.75 per half-barrel; refined coal tar, \$4.50 per barrel; pine pitch, \$4 per barrel of 180 to 200 pounds. (See building paper, also roofing).