

8745—November 25—Directing the C.N.R. to provide and construct a suitable crossing over its railway where the same intersects Lincoln Avenue, Municipality of Rosser, Man.

8746—November 19—Granting leave to the C.N.Q. Railway to construct its railway across the highways in parish of Beauport, County Quebec, P.Q.

8747—November 26—Granting leave to the G.T.P. Railway to appeal to the Supreme Court of Canada upon all questions of law arising re location of its line of railway throughout the town of Fort William, Ont.

8748—November 26—Rescinding Order of the Board No. 7320, dated June 18th, 1909, approving of plans of subway for C.N.R. proposed to be constructed at 22nd Street, Saskatoon, Sask., by directing that the city file new plans for approval of the Board.

8749 to 8751 Inc.—November 25—Granting leave to the Government of the Province of Alberta, to erect, place, and maintain its wires across the track of the C.P.R. at three points in said province.

8752—November 26—Granting leave to the Dresden Rural Telephone System, to erect, place, and maintain its telephone wires across the track of the P.M.R.R. at Emmett, Township of Chatham, County Kent, Ont.

8753 and 8754—November 26—Authorizing the town of North Battleford, Sask., to lay and thereafter maintain a water main under the track of the C.N.R. at Victoria Street, also sewer mains at Victoria Street.

8755—November 25—Authorizing the C.N.O. Railway to place its lines and tracks across and to connect with the lines and tracks of the G.T.R. near Brooklyn, Ont.

8756—November 27—Granting leave to the Bell Telephone Company to erect, place, and maintain its underground wires across the tracks of the Montreal Terminal Railway at St. Antoine Street, Tetraville, P.Q.

8757—November 25—Authorizing Chas. Lawrence, of Bentinck, Ont., to lay water pipe under the tracks of the Walkerton and Lucknow branch of the C.P.R. where the same crosses Durham Road, Township of Bentinck, Ont.

8758—November 27—Authorizing the C.P.R. to construct, maintain, and operate industrial spur for the city of Winnipeg, Man., in parish of St. Paul.

8759—November 27—Authorizing the C.P.R. to construct, maintain, and operate industrial spurs for the North Pacific Lumber Company, New Westminster, District, B.C.

8760—November 29—Approving and sanctioning location of the C.N.R. Company's line from mileage 0 to mileage 5 up the Fraser River from Yale, B.C.

8761—November 29—Authorizing the C.P.R. to divert road allowance between Sections 22 and 15, Township 8, R. 5, west of the Principal Meridian, Manitoba.

8762—November 29—Approving and sanctioning location of the V. V. & E. Railway Company's line of railway from Hope at station No. 1988-79, to station 3020-7.5 to the boundary line between districts Yale and Westminster, B.C.

8763—November 29—Approving and sanctioning location of the C.N.O. Railway Company's line from the Rideau River, at mileage 5.3 to the boundary line between Townships of Goulbourne and Nepean, Ont.

8764—November 29—Granting leave to the Vancouver Power Company to cross "Y" of the Seattle Branch of the Canadian Pacific Railway north of Huntingdon Station, in the municipality of Sumas, B.C.

8765—November 29—Granting leave to the Vancouver Power Company to cross the main line and a spur track of the Seattle Branch of the C.P.R. at Clayburn Station, Westminster District, B.C.

8766—November 29—Authorizing the C.P.R. to construct, maintain, and operate siding to the premises of R. West & Company, at mileage 14.75, London Section.

8767—November 29—Extending for thirty days from date of Order the time within which the M.C.R.R. and the P.M.R.R. Companies each install upon its own railway at highway crossing over the railways on the town line between Townships of Southwold and Dunwich, Ont.

8768—November 26—Directing the C.P.R. to provide and construct a highway over its line of railway at Mackey Station, Township of Head, Nipissing District, Ont.

8769—December 2—Authorizing the Canada Atlantic Railway Company (G.T.R.) to construct, maintain, and operate branch line of railway, or siding, from the tracks on the south side of Sappers Branch to and into the site of Hotel Chateau Laurier, now being erected in Majors Hill Park, Ottawa, Ont.

8770—November 29—Amending Order 8540, dated October 15th, 1909, approving plans and specifications of the municipality of Township of Colchester, North Ontario, re Pinkerton Drain, under the tracks of the M.C.R.R. by approving plans substituted for above mentioned plans.

8771—November 29—Authorizing the corporation of the town of St. Louis, P.Q., to lay and thereafter maintain a water pipe under the track of the C.P.R. where the same intersects Sanguinet Street.

8772—December 2—Authorizing the Chatham Gas Company to lay and thereafter maintain a gas main under the track of the G.T.R. at Degge Street crossing, Chatham, Ont.

8773—November 30—Granting leave to the municipal corporation of the village of Burlington, Ont., to erect, place, and maintain its electric wires and a telephone wire under the track of the G.T.R., at Burlington Beach, Ont.

8774 to 8777—November 22—Granting leave to the Consolidated Telephone Company to erect, place, and maintain its wires across the track of the C.P.R. near Upper Kent Station, N.B.; one mile south of Bath, N.B.; across the C.P.R. at Bath, N.B.; and at Bristol, N.B.

8778 and 8779—November 22—Granting leave to the village of Brussels, Ont., to erect, place, and maintain its wires across the track of the C.P.R. at intersection of boundary line between the Townships of Morris and Grey, with its Guelph and Goderich line, at village of Walton, adjoining Walton Station, and across the track of the G.T.R. on its Wellington, Grey & Bruce division at intersection of concession line between Concession 4 and 5, Township Morris, Ont.

8780—November 22—Granting leave to the North Huron Telephone Company of Wingham, Ont., to erect, place, and maintain its wires across the track of the G.T.R. at public crossing near Whitecourt Station, Ont.

8781—December 1—Granting leave to the Claremont & Ashburn Telephone Company to erect, place, and maintain its wires across the track of the G.T.R. at the 7th Concession, Whitby Township, Ont.

8782—November 18—Granting leave to the Bell Telephone Company to erect, place, and maintain its wires across the track of the C.N.Q. Railway.

## MARKET CONDITIONS.

Montreal, December 9th, 1909.

From the United States come reports of renewed interest in pig-iron for delivery covering the second half of next year. A very large tonnage is now under negotiation and will likely result in business, as the furnace interests are in a position to calculate fairly accurately the cost of their next year's output. Foundries throughout the whole country are well supplied with orders and are looking forward to even greater activity from the beginning of the new year. Manufacturers of cast iron pipe are in receipt of heavy orders and are in the market for a large tonnage of pig to take care of their requirements. Steel-making grades are strongly held and an upward tendency is beginning to manifest itself in prices of basic iron which, during the past few weeks, has been on the weak side. The steel markets are still very strong and railways are placing contracts for rails, cars, locomotives, and other supplies which, coupled with heavy orders for structural work and expansions to steel plants, are giving manufacturers all they can do to take care of business in sight.

In England, prices have just held about steady during the past three or four weeks. A moderate business is passing in pig-iron and steel, but there is nothing doing in the situation to warrant any decided upward movement. Conditions in Germany and Belgium are more satisfactory, prices on all classes of iron and steel material, including pig-iron, showing moderate improvement. The German situation is strengthened by the fact that a considerable portion of the output of billets' crop-ends are being exported in quantity to the United States. The elections will have the tendency to keep business in suspense.

Conditions in the local market are very satisfactory. Dealers report good orders being received, for this time of year, and nothing to complain of. This is the period of the year when dullness generally prevails, but this year orders are coming to hand every day. The feeling among the trade seems to be that Canada was never in so hopeful a condition as at the present moment. The financial basis is all that could be asked, money is plentiful and there is little doubt that next year will see great industrial activity and a general expansion.

The local market for finished and semi-finished material continues in its previous groove. For some strange reason, price changes are almost entirely absent, yet everywhere else, advances seem to be taking place. In the case of cold rolled shafting, plates, sheets and bars, no alteration has taken place for a long time past. Manufacturers in the east, however, are advancing their prices to meet the west, and the mills across the border are so overcrowded with orders that they cannot make deliveries inside of six or eight weeks. Dealers claim that it is the English market that holds back local advances.

Following are this week's quotations:—

**Antimony.**—The market is steady at 8 to 8½c.

**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.

**Boiler Tubes.**—The market is steady, quotations being as follows:—1½ and 2-inch tubes, 8½c.; 2½-inch, 10c.; 3-inch, 11½c.; 3½-inch, 14 1-2c.; 4-inch, 18 1-2c.

**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, \$4.00; 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; ¾-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; 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 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. 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; explometers, 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, 10¼ 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 10¼ 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.