

11608—September 8—Approving of the forms of freight and money receipts, namely, "Form MX. 27," and "Form MX 70," of the Maritime Express Company.

11609—Sept. 8—Temporarily approving until December 1, 1910, the contract forms of the Pacific Express Company, submitted to and on file with Board under file No. 3518, case 234.

11610—September 8—Temporarily approving until the 1st December, 1910, contract form of Canadian and Dominion Express Companies.

11611—September 8—Further extending the time within which the North American Telegraph Company may charge the telephone tolls which it was, immediately previous to the 13th day of July, 1906, authorized by law to charge, until the 1st day of December, 1910.

11612—September 8—Further extending the time within which the Bell Telephone Company may charge the telephone tolls which it was, immediately previous to the 13th July, 1906, authorized by law to charge, until 1st December, 1910.

11613—September 7—Authorizing the C.P.R. as lessee exercising the franchises of the Toronto, Grey & Bruce Railway Company, to construct, maintain and operate a spur, or branch line, from a point at the intersection of the centre line of the main line of the said railway, with the easterly limit of Western Road, to and into the premises of the Bell Telephone Company on Block "F."

11614—September 7—Authorizing the C.P.R. as lessee exercising the franchises of the Columbia & Western Railway Company, to construct, maintain and operate an extension of an industrial spur for the G. N. Annable Company, being in Lot 6058, Kootenay District, Province of British Columbia.

11615—Sept. 8—Authorizing that contracts, conditions, by-laws, regulations, declarations, and notices, of National and American Express Companies, as provided in Section 353 of the Railway Act, and lawfully in use at the passing of the said Act, shall continue in use and have effect until 1st December, 1910.

11616—September 7—Dismissing the application of the city of Toronto, under Order No. 10169, for an Order directing the Grand Trunk Railway to allow the Applicant Corporation to erect electrical towers to carry the transmission line of the Corporation upon the lands expropriated by the Corporation under By-law No. 5433, passed March 14th, 1910.

11617—September 9—Authorizing the C.N.R. to erect, place and maintain its wires under the power transmission line of the Kamistiquia Power Company near Kakabeka, Ont.

11618—September 8—Authorizing the County of Oxford, per F. J. Ure, of the city of Woodstock, Ont., to lay and maintain a storm water drain under the track of the Grand Trunk Railway, on the County Road between the 11th and 12th Concession, Township East Zorra, County Oxford, Ontario, opposite Lot No. 4.

11619—September 7—Authorizing the G.T.R. to take certain additional lands in the city of Toronto, required for the purpose of enabling the Applicant Company to comply with the terms and directions contained in the Orders Nos. 8487, and 10169, dated respectively October 15th, 1909, and December 8th, 1909, re Toronto grade separation.

11620—September 8—Authorizing the G.T.P. Branch Lines Company to construct its railway across the highway on its Prince Albert Branch between Sections 20 and 29, Township 37, Range 26, west 2nd Meridian, District Saskatoon, Saskatchewan.

11621—September 8—Approving of the application of the C.N.O.R.'s location of part of its Sudbury-Port Arthur Division through unsurveyed territory in the Sudbury Mining Division, District Algoma, mileage 200 to mileage 220 from Sudbury Junction.

11622—September 13—Authorizing the C.P.R. at the expense of the Minister of Public Works of British Columbia, to provide and construct for the protection, safety, and convenience of the public, two level crossings about five thousand feet apart, at the points indicated by the letters "A" and "B" on the plan and profile on file with the Board under file No. 15356.

11623—September 9—Authorizing the C.P.R. to construct, maintain, and operate an industrial spur for the Overbrook Wheat Farms, at Eyebrow, Sask., on the Moose Jaw North Westery Branch of the said railway.

11624—September 13—Authorizing the C.N.R. to cross with the lines and tracks of its Moose Jaw Extension, the lines and tracks of the C.P.R. (Forward Branch) near Forward, in the N.W. ¼ Sec. 12, Tp. 8, Range 19, west 2nd Meridian, Sask.

11625—September 12—Authorizing the Chatham, Wallaceburg and Lake Erie Railway to open for the carriage of freight traffic that portion of its branch line of railway to the village of Pain Court, in the Township of Dover East, County Kent, Ontario.

11626—September 9—Authorizing the Hydro-Electric Power Commission of Ontario to use and operate the transmission wires erected across the track of the Grand Trunk Railway at Lot 114, Township Thorold, County Welland, Ontario.

11627—September 9—Authorizing the G.T.P. Branch Lines to cross, at grade, the Pheasant Hills Branch of the C.P.R. in the S.W. ¼ Sec. 33, Tp. 34, Range 27, west 2nd Meridian, District Saskatoon, Province Saskatchewan.

11628—September 9—Authorizing the Manitoulin and North Shore Railway Company to open for the carriage of traffic that portion of its railway between a point about 13 miles west of Sudbury and Kream Hill, being a distance of 10 miles, more or less.

11629—September 12—Authorizing the G.T.P. to construct its railway across the highway between Sections 11 and 12, Township 53, Range 4, west 5th Meridian, District North Alberta, Alta.

11630—September 12—Certifying that the error in plan approved by Order No. 10323, April 23rd, 1910, has been corrected, making the acreage read 0.44 acres.

11631—September 12—Amending Order No. 11463, made upon the application of the Kingston, Portsmouth and Catarqui Electric Railway, by changing parts of lines 7 and 8 in the operative part of the Order, "will be carried at actual weight and tariff (class or commodity) rate;" to read, "will be carried at actual weight, or at the minimum weights (if any), provided in the Classification, and tariff (class or commodity) rate."

11632—September 2—Granting leave to the Hydro-Electric Power Commission of Ontario to use and operate its transmission wires erected across the tracks and wires of the G.T.R., C.P.R. T.H. & B., C.N.R., Bell Tele-

phone Company, Hamilton and Dundas Electric Railway, Brantford and Hamilton Electric Railway, Toronto and Niagara Power Company, and Great North-Western Telegraph Company, at 42 different points in Ontario.

11633—September 7—Authorizing H. A. Suggitt, of Coaldale, Alberta, to lay and thereafter maintain a culvert under the track of the C.P.R. at the point, and as shown on plan and profile dated August 12th, 1910.

11634—September 6—Authorizing the Simcoe Railway and Power Company, Limited, to erect, place and maintain transmission line across the track of the Grand Trunk Railway at Hazel Street, Waubausene.

11635—September 6—Authorizing the Simcoe Railway and Power Company to erect, place and maintain transmission lines across the track of the G.T.R. on the Road allowance between Concessions 4 and 5, opposite Lot 13, Township of Tay, County Simcoe, Province Ontario.

11636—September 13—Authorizing the C.P.R. to construct Bridge No. 403, on the London subdivision, Ontario Division, on its line of railway, as shown on plan No. B-I-598.

11637—September 13—Authorizing the C.P.R. to construct an additional siding, on the south side of its main line, across Elk Street, village of Elkhorn, Manitoba.

COMING MEETINGS.

(Continued from Page 442.)

AMERICAN STREET AND INTERURBAN RAILWAY ASSOCIATION.—October 10-14. Annual convention at Atlantic City, N.J. Secretary, H. C. Donecker, 29 West 39th Street, New York City.

AMERICAN SOCIETY OF MUNICIPAL IMPROVEMENTS.—October 11-14. Annual convention at Erie, Pa. Secretary, A. P. Folwell, 239 West 39th Street, New York City.

RAILWAY SIGNAL ASSOCIATION.—October 11-13. Annual meeting at Richmond, Va. Secretary, C. C. Rosenberg, Bethlehem, Pa.

AMERICAN ELECTROCHEMICAL SOCIETY.—October 13-15. Annual meeting at Chicago, Ill. Secretary, Jos. W. Richards, Lehigh University, South Bethlehem, Pa.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—October 18-20. Annual convention at Denver, Colo. Secretary, C. A. Lichty, Chicago and Northwestern Railway, Chicago, Ill.

AMERICAN GAS INSTITUTE.—October 19-21. Annual meeting at New York City. Secretary, A. B. Beadle, 29 West 39th Street, New York City.

AMERICAN INSTITUTE OF MINING ENGINEERS.—October 21-November 15. Canal Zone meeting. Secretary, R. W. Raymond, 29 West 39th Street, New York City.

ILLUMINATING ENGINEERING SOCIETY.—October 24. Annual convention at Baltimore, Md. Secretary, P. S. Millar, 29 West 39th Street, New York City.

MARKET CONDITIONS.

Montreal, September 28th, 1910.

While there is little enough to be said of the market for pig-iron in the United States, there seems to be considerable talk of the market for steel. Whether this talk is encouraging or not is hard to say, more than that there is rather more activity. There was recently a report that the United States Steel Corporation would reduce its prices all round about October 1st. This report is now denied and it is explained that the report originated from the fact that there was keen competition from the smaller concerns, some of whom were cutting prices. It would seem that about four of the largest corporations are working in harmony to uphold the level of prices. They state that a cut of \$2 per ton would not bring in a great deal more business, so that to cut prices would not seem the part of wisdom. However, the argument itself is not of an encouraging nature, it being evident that the situation is unsatisfactory. It is claimed that orders for structural steel are more numerous than for many months past. It is stated in Pittsburgh that a firm there expects to receive an order for 7,500 tons of structural steel for the Quebec Bridge, which statement will not be productive of satisfaction in Canada. A number of railways are asking after rails, but it is hardly expected that there will be any considerable activity in this line for a while yet.

As for the pig-iron situation, the figures of the United States Steel Corporation may be taken as indicating what is going on. The concern is operating about two-thirds of its capacity, and the volume of unfilled orders is still declining. It is said that the shrinkage in August will be over 300,000 tons, as compared with 433,000 tons in July. From all that can be seen, the new business is barely sufficient to keep one-half the total production of the country occupied, whereas the new steel business is keeping further closing down unless orders increase.

As to the steel position, the general feeling is that, while a general decline is denied at the moment, it is most likely that a continuation of present conditions will bring a decline before a great length of time. It would seem that the course of the market will largely depend upon conditions in October. Should that month not bring improvement, prices will go down.

Reports concerning the markets in Great Britain are in no way startling. Advice received here are not of the most encouraging nature, although they lack the strain of pessimism which is noticeable in advices from the United States. Prices are holding fairly steady, and there is a fair tonnage. The home demand is moderately good and there is some demand for export. Dealers are wondering whether the situation will be at all affected, should the labor troubles in Germany continue to spread, the German market being an important one for British furnaces.

The situation in Canada continues fairly hopeful. It is a little difficult to say as yet how the new business will turn out, but up to the present Canadian furnaces as well as importers of British pig are fairly well satisfied with the volume of trade. The autumn is now here, and there is a good deal of demand for delivery before the closing of navigation. After that has been supplied, it is assumed that the market will fall off in activity, according to its usual custom, and it would cause little surprise