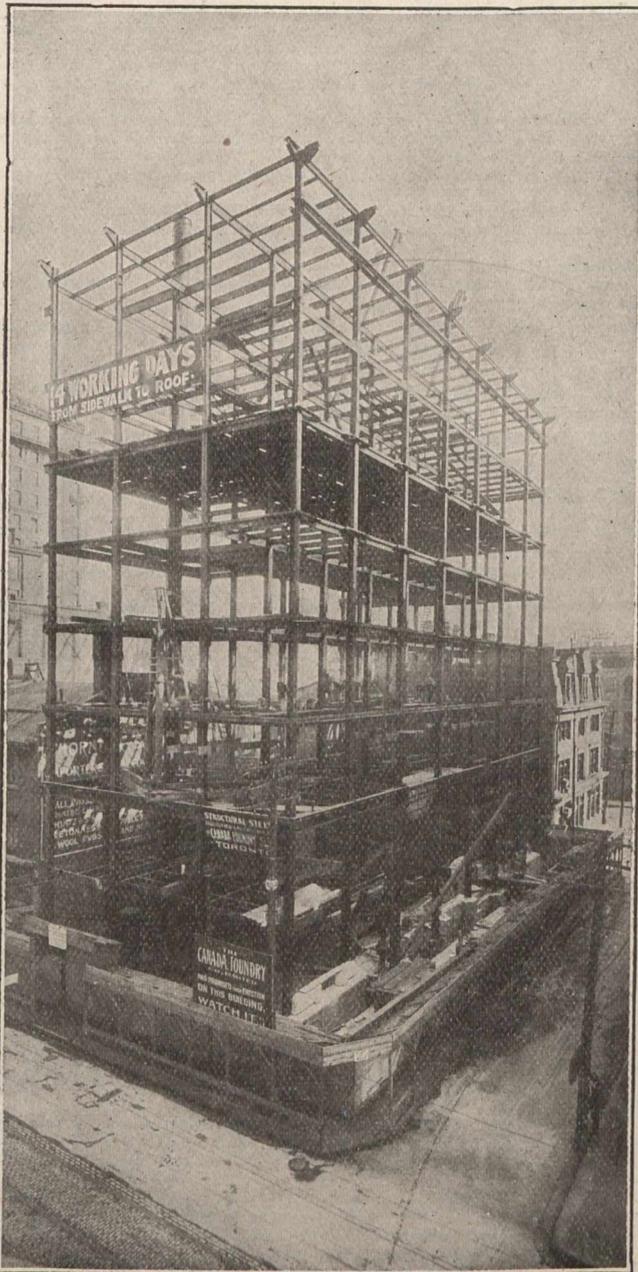


**MARVELLOUS MODERN METHODS**

**Employed in Erection of Steel Work for New Office Building in Toronto.**

Two weeks ago a large sign was placed on the hoarding surrounding the site of the new Standard Bank, corner of King and Jordan Streets, Toronto, which read as follows:—

“The Canada Foundry Company have promised quick erection on this building. Watch it grow.”



**STEEL WORK OF NEW STANDARD BANK BUILDING, TORONTO.**—Erected in 13 days, by the Canada Foundry Company, on a site which has a frontage of 47 feet on King Street, and a depth of 107 feet on Jordan Street. Total weight of steel work is 910,000 lbs.

The building in question is an eight storey steel structure, the steelwork being manufactured and erected by the Canada Foundry Company. The rapidity of its erection has been witnessed and commented on by thousands of people who have watched its progress, and as it took only thirteen working days from the start on the ground floor till the completion of the roof on the eighth floor, the Canada Foundry Company claim this to be a Canadian record for quick construction.

**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 31st, 1910.

The tendency to sag is still the marked feature of the pig-iron market in the United States. This applies more particularly to the south where sales of Alabama iron are reported to have been made at \$12 to \$12.50 at the furnaces. The volume of business has been very fair, and some consumers are still in the market, but their demands are not sufficient, apparently, to keep price firm. Many thousands of tons of pig-iron have been inquired for by pipe makers, and low-grade iron would be bought freely if quantities were available. Most of the accumulations in stock, however, are of No. 2 iron, and the demand for this is not equal to the supply. The lake districts, especially Buffalo, show most activity, furnaces there having taken some round tonnage for shipment over the last half of the year. While demand for pig-iron is slow, it would seem that a very active trade in fabricated steel will shortly be experienced. Fabricators' engineering forces were never so busy as at the present time in preparing plans for new steel structures. It is thought that about 150,000 tons will be required for projects outside of those undertaken by railway companies.

Advices from England say that it is evident that the steel makers have been booking large quantities of shipbuilding and other material. This is not surprising when it is known that during the past few weeks some 90,000 tons of shipping, in the shape of tramp steamers, have been placed on the northeast coast of England, and two battleship cruisers, valued at \$1,800,000, have been placed on the Clyde. The general position in the pig-iron trade shows no change for the worse. No boom seems probable, there being little likelihood of any important increase in the demand from either the continent or the United States. A substantial trade is being done in Germany, however, and a larger one than usual with the American markets, while at home the wants of the consumers appear to be increasing steadily, even if not quite so fast as the more sanguine expected. The prices are holding firm, and it looks as though there would be no trouble in maintaining the present activity.

In the local market, conditions have been very favorable to sellers during the past few weeks. Demand has been good, and considerable business is being closed. As the metal most easily procurable for the Canadian foundry trade is that which has been imported from England and Scotland—in which countries the tendency of the price is in an upward direction—the chances are that Canadian consumers who delay purchasing will be compelled to pay somewhat higher prices later on, more especially as the market on the other side shows every evidence of strength. On the whole, the trade is feeling very encouraged, notwithstanding the somewhat unsatisfactory situation in the United States.

The long predicted advance in steel plates, sheets, bar iron and steel and other semi-finished products has not yet taken place and although dealers express confidence in the situation they are manifestly disappointed over the situation.

During the week, no price changes appear to have taken place in the following list:—

Prices are as follows:—

- Antimony.**—The market is steady at 8¼ to 8½c. (111).
- Bar Iron and Steel.**—The market promises to advance shortly. Bar iron, \$1.88 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 (111, 119)
- 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 year 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 2¼ cents extra, or 10c. per bbl. weight. (26, 164).
- Chain.**—Prices have advanced considerably of late, being now as follows per 100 lbs.:—¼-inch, \$5.10; 5-16-inch, \$4.50; ¾-inch, \$3.70; 7-10-inch \$3.45; ½-inch, \$3.35; 9-16-inch, \$3.25; ¾-inch, \$3.20; ¾, ¾, and 1-inch, \$3.15.
- 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, \$0 per ton; coke, single ton, \$5; large lots, special rates, approximately \$4 f.o.b., cars, Montreal
- Copper.**—Prices are strong at 1¼ to 1½c.