

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

Copies of these orders may be secured from the Canadian Engineer for a small fee.

8783—November 30—At St. Antoine Street, Tetrautville, P.Q.; across the C.P.R.

8784—November 30—At public crossing one-quarter mile east of Shaw Station, Ont., and the C.P.R. at public crossing 400 yards west of St. Cuthbert Station, P.Q.

8785 to 8793 Inc.—November 22—Granting leave to the Manitoba Government Telephones to erect, place, and maintain its wires across the tracks of the C.P.R. at three points; the C.N.R. at five points; and the G.T.P. Railway at one point in the Province of Manitoba.

8794 to 8798 Inc.—December 1—Granting leave to the Government of the Province of Alberta, to erect, place, and maintain its telephone wires across the tracks of the G.T.P. Railway at two points; C.P.R. at two points, and the C.N.R. at one point.

8799—December 1—Granting leave to the Saskatchewan Government to erect, place, and maintain its wires across the track of the C.N.R. at Hague, Sask.

8800—November 30—Directing the C.P.R. to reconstruct the culvert under its tracks at mileage 3.3 Sudbury Section, to carry off the water at Lily Lake, Township of Humphrey, Ont.

8801—December 1—Amending Order No. 7746, dated August 5th, 1909, approving location of C.N.R. from Tp. 15, R. 17, west of the 6th Mer. to Sec. 11, Tp. 14, R. 17, west of the 6th Mer., mileage 0 to 5, B.C., by changing the reference to Range 17 in said Order to read "Range 27."

8802—November 29—Authorizing the C.P.R. to open for the carriage of traffic that portion of the second track of its line of railway from mileage 59.4 to mileage 59.6, on its Fort William Section.

8803—November 18—Authorizing the C.N.Q. Railway to construct, maintain, and operate a branch line of railway, or spur from near St. Marc's Junction, through the parishes of St. Marc, Grodines, and St. Albans, County Portneuf, P.Q.

8804—December 1—Approving stress sheets of the C.N.R. Company's Lac Ouareau-Rawdon Extension.

8805—December 1—Granting leave to the C.N.O. Railway to construct its line of railway across six highways in Township of Whitechurch, County York, Ont.

8806—November 30—Extending until June 1st, 1910, the time within which the Bell Telephone Company may file with the Board tariffs of tolls of telephone tolls.

8807—November 30—Extending until June 1st, 1910, the time within which the North American Telephone Company may file with the Board tariffs of tolls of telephone tolls.

8808—November 30—Certifying that amended plan of the right-of-way of the C.N.R. as constructed across the S.E. $\frac{1}{4}$ of Sec. 24, Tp. 43, R. 4, west of the 3rd Meridian, north 28 miles from Dalemy, has been accepted.

8809—November 27—Dismissing application of the city of Edmonton, Alta., to provide that the G.T.P. Railway and the C.N.R. each install and maintain its own diamond crossing, in the city of Edmonton, Alta.

8810—November 27—Dismissing application of the city of Edmonton, Alta., to provide that the G.T.P. Railway and the C.N.R. each install and maintain its own diamond crossing, and that street barriers or gates, together with home signals, to be operated by a watchman, in said city.

8811—November 30—Authorizing the G.T.R. to construct, maintain, and operate branch line of railway, or siding, in the city of Hamilton, Ont., to and into the premises of the Otis-Fensom Elevator Company, Limited.

8812—November 30—Authorizing the C.P.R. to construct, maintain, and operate a siding to and into the premises of the Noxon Company, at Ingersoll, Ont.

8813—November 30—Directing that the G.T.P. Railway construct highway crossing and road diversion between Secs. 25 and 26, Tp. 35, R. 12, west of the 3rd Meridian, District Saskatoon, Sask., in accordance with and subject to the General Regulation of the Board Affecting Highway Crossings.

8814—November 29—Authorizing the C.P.R. to construct, maintain, and operate industrial spur in Lots 15 and 16, R. 7, Tp. of Aylwin, P.Q.

8815—November 30—Dismissing application of the Townships of Tilbury East and Raleigh, for construction of bridge over Jeannette's Creek and Baptiste Creek by the G.T.R. Company on its Southern Division.

8816—December 3—Authorizing the C.N.O. Railway to open for the carriage of traffic that portion of its line of railway, Ottawa-Hawkesbury Division from Rockland to Hurdman's Bridge, near Gladstone Avenue, Ottawa, Ont.

8817—December 3—Approving by-law of the C.N.O. Railway authorizing D. B. Hanna, Guy Tombs, and W. H. Jordan, each, or any of them to prepare and issue tariffs of tolls to be charged by the C.N.O. Railway between and including Hawkesbury and Ottawa, Ont.

8818—December 3—Approving Standard Passenger Tariff C.R.C. No. 153, providing for maximum passenger rate of three cents per mile between all stations on the C.N.Q. Railway and Ottawa Section of the C.N.O. Railway.

NEW INCORPORATIONS.

Alex. Bremner, Limited, Montreal, Quebec, \$200,000; to manufacture and sell cement, drain pipes, lime, plaster, bricks and to deal generally in builders and contractors' supplies.

The National Engineering Company, Limited, Montreal, Quebec, \$20,000; mechanical and electrical engineers. Richard T. Heneker, K.C., of Montreal, is a director.

The General Land & Industrial Company, Limited, \$2,000,000, Toronto, Ontario; lumber merchants. Jas. S. Lovell, accountant, is interested.

NEW GRAB DREDGE.

A powerful self-propelling grab dredge has just been completed to the order of the Egyptian Government for the Upper Nile. This is the third dredge which the Soudan Irrigation Department designed for the work of rectification of the Upper Nile, upon which it is engaged and by means of which the potentiality of the river for irrigation purposes will be greatly increased. The first dredge is of the dipper type for embanking purposes and is already in service. The second is of the hydraulic type and is now being erected at Khartoum, while the third dredge is intended to deal with the "sudd" and will be provided with appliances for cutting the sudd as well as removing it. This vessel is built in the form of a light draft river steamer, 160 feet long by 32 foot beam and 2 feet 9 inches draft, and was built by Wm. Simons & Company, Limited, Renfrew, Scotland. The three dredges have been built to the designs and specifications of Mr. A. W. Robinson, M. Can. Soc. C.E., of Montreal, Consulting Engineer to the Soudan Irrigation Department.

MARKET CONDITIONS.

Montreal, December 16th, 1909.

The steel trade in the United States is now occupied in laying the foundation for prices of finished material in 1910. Notification has been given of an advance of 50c. per ton in the price of Lake Superior ore for next season, beginning with May.

Already there has been an advance in ore prices in other parts of the United States and abroad. The situation largely depends, however, upon the future of coke. Already furnaces are trying to get \$2.80, and it is said that some sales have taken place at that figure for the first half of 1910. Railways have not been conspicuous as buyers during the present month but it is expected that they will place heavy orders during the coming two or three months. There is business in sight for structural material, outside the railways, involving a heavy tonnage. This includes the Quebec Bridge, for which about 60,000 tons will be required, this being one of the largest structures now before the trade. Sheets, tinplates and other iron products, continue in heavy demand, but other classes of material are not being ordered in as large volume as during November. This was only to be expected, as the rate of specifications during October and November was too large to continue. The trade, generally, anticipates higher prices, not only on pig-iron but on finished material of all kinds, for 1910 delivery, especially for such as will require to be made from orders based on last year's costs. At the moment, trade is a little quiet and will probably continue so for some weeks into the new year.

In England, conditions throughout the trade do not show any improvement and, as a matter of fact, little hope can be held out for an improvement during the remainder of this year or for some time to come. The political situation is undoubtedly affecting trade prejudicially and, until this is cleared up, material resumption of activity is unlikely to take place. Prices on pig are being fairly well maintained, especially for steel making grades. Foundry irons are a little weaker. The situation in Scotland is much better than in England, local conditions being more satisfactory. German and Belgian conditions show some improvement and prices evince an upward tendency. All classes of products from pig-iron are held at higher figures than for some time past. This condition will, no doubt, be reflected later on in the English markets, especially if American conditions continue to improve. Meantime, however, local conditions in Great Britain are not satisfactory, and stocks of pig-iron are accumulating.

In Canada, the situation is entirely satisfactory. So far as pig-iron is concerned, conditions are becoming more strained than ever. Another furnace is now out of the market, so far as supplying new business is concerned, the reference being to the Midland furnace, its output being sold up till the end of October next. Even the output of the large new furnace, which is expected to go into blast about the beginning of March next, is included in the above statement. When it is remembered that the Nova Scotia Steel and the Dominion Iron companies are both out of the general market, their own output being required for their own steel plants, and that the Algoma plant is in a similar position and in fact is also a buyer, it will be seen that there is little Canadian pig-iron for sale. The Algoma plant, however, has made its purchases for many months to come, it is said. Demand for all classes of iron is on the increase and foreign iron will have to be largely drawn upon in order to supply requirements.

Dealers in all sorts of finished and semi-finished material, including plates, sheets, iron and steel bars, pipe and structural steel, report a very dull demand for their various lines. Some months and even weeks ago they looked forward confidently to a more active trade and to a stiffening of prices but, up to the present, neither has made its appearance. They have now given up looking for any improvement for the remainder of this year and will be well enough satisfied if it comes along within a reasonable time after the beginning of 1910. That an improvement is coming they confidently predict. Meantime, the market continues as follows:—

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 1½-base; tire steel, \$1.00 for 1 x 1½-base; toe calk steel, \$2.35; machine steel, iron finish, \$1.90; 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 fibre, 45c. 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

(Continued on page 686.)