

said Order, and substituting therefor the word "westerly," and by striking out the word "east" in the 5th line of the 3rd paragraph of said Order and substituting therefor the word "west."

10688—May 27—Approving the revised location of the C.N.O.R. Company's line of railway through the town of Cobourg, Township Hamilton, mile 170.66 to 172.58 from Ottawa.

10689—May 26—Approving the diversion of the highway crossing of the G.T.R. in the south half of Sec. 18, Tp. 12, R. 20, W. 1st M., Dist. of Brandon, Province Manitoba.

10690—May 26—Authorizing the Consolidated Mining and Smelting Company, of Canada, Limited, to lay a sixteen-inch pipe under the track of the C.P.R. at Smelter Junction, B.C.

10691—May 25—Authorizing the Superior Portland Cement Company, Limited, to lay a water pipe under the track of the C.P.R. opposite Margaret Street, Orangeville, Ontario.

10692—May 26—Authorizing the Bell Telephone Company to erect wires across the track of the C.N.O.R. at ¼ mile south of Beaverton Station, Ontario.

10693—May 26—Authorizing the Manitoba Government Telephones to erect wires across the track of the C.P.R. at public crossing ¼ mile east of Strathclair Station, Man.

10694—May 26—Ordering the Railway Company concerned in the crossing at the following point be relieved, for the present, from providing further protection at the crossing named, it appearing from an inspection made by the Board's Engineer and Operating Department, and from plans furnished, that the view at the crossing is excellent from both directions; that the crossing signboard is properly placed, and that there are whistling posts on the railway: C.P.R. crossing public road 2½ miles west of MacGregor, at west boundary of Sec. 31, Tp. 10, R. 11, Manitoba.

10695—May 27—Approving location of the C.P.R. Company's station at Mile End.

10696—May 27—Authorizing the city of London, Ont., to lay a storm drain under the track of the C.P.R. Company where the same crosses George Street, London.

10697-8-9—May 27—Authorizing the C.N.O.R. to cross with its tracks the public road between Lots 6 and 7, Concession A., Tp. Murray, County Northumberland, Ont.; and public road between Lots 18 and 19, Con. 1, Tp. Cramahe, County Northumberland, Ontario; and to cross and divert public road across Lots 3, 4 and 5, Con. 5, Tp. Darlington, County Durham, Ont.

10700—May 27—Authorizing the C.P.R. to move its station at Shawville, to the new location as applied for by that company.

10701-10702—May 30—Authorizing the Norfolk Gas Company, Limited, to lay a gas pipe under the track of the G.T.R. at St. Patrick Street, Port Dover, and at Nelson Street, Port Dover.

10703-4-5—May 30—Authorizing the St. Francis Hydraulic Company to erect its transmission lines across the wires of the Bell Telephone Company at three different points in Thetford Mines, Que.

10706—May 30—Authorizing the Kaministiquia Power Company to erect its power line across the track of C.P.R. on Yonge Street, Fort William, Ontario.

10707—May 21—Directing that, within sixty days from the date of this Order, the C.P.R. shall install a Whyte Signal Electric Bell at the crossing on Maple Street, (formerly known as Curtis' crossing), Hartland, N.B.

10708-10709—May 23—Temporarily approving, pending the final determination by the Board, of the tariff of tolls which the Bell Telephone Company shall be authorized to charge, and the form of agreement with other companies to be approved by the Board, the agreement entered into by the Bell Telephone Company and the Municipal Corporation of the Township of Chingucousy, dated the 18th of April, 1910; and the agreement entered into by the Bell Telephone Company and the Monk Rural Telephone Company, dated March 29th, 1910: Providing these Orders be not taken to authorize the Bell Telephone Company to charge any higher toll or tolls than it was previous to the 13th of May, 1910, authorized by law to charge.

10710—May 27—Authorizing the G.T.R. to construct its railway across the road between Lots 85, in the 2nd, and Lot 9, in the 3rd Concession, Township of Tiny.

10711—May 25—Authorizing the C.P.R. to construct an industrial spur to the premises of the Pigeon River Lumber Company, in Port Arthur, Ontario.

10712—May 25—Authorizing the C.P.R. to construct an industrial spur to the premises of the Eastern Canada Steel & Iron Works, Limited, in Lot 2345, County Quebec, Parish of St. Sauveur, Quebec.

10713—May 25—Authorizing the C.P.R. to construct an industrial spur to the premises of G. F. & J. Galt, Limited, Camrose, Alberta.

10714—May 10—Refusing application of the Township of Woolwich for authority to open up a new road between Lots 85 and 86, in the Township of Woolwich, across the G.T.R.

10715—May 26—Directing that the time within which the electric bell was required by Order No. 10000, dated March 23rd, 1910, to be installed at the C.P.R. crossing at Zorra Street, village of Beachville, be extended for one month from the date of this Order.

10716—May 10—Directing that in all switching movements over Grey Street, London, the M.C. and P.M.R. Companies shall have a watchman on the street during the movements; no cars shall be left standing by either company within 50 feet of either side of the street line of Grey Street, in order that the view may not be obscured.

10717—May 23—Approving the Standard Specifications for Bridges and Viaducts which the railway companies are authorized to construct under Section 257 of the Railway Act, and declaring them to be the Standard Specifications of the Board for Steel Bridges and Viaducts, and rescinding Order of the Board 021, dated February 9th, 1906, approving the Standard Specifications for Bridges and Viaducts authorized to be constructed under Section 203 of the Railway Act, 1903.

10718—May 26—Approving plans and specifications for the construction of a bridge across a drain known as the Maxwell Creek Drain, in Township of Dover, where the C. W. & L. E. Railway will intersect said drain on Baldon Street, in the Township of Dover, Ont.

10719—May 10—Authorizing the C.N.O.R. to construct a spur to connect with the meeting siding of the G.T.R. in Brighton, and to construct said spur across public road between Lots 4 and 5, Con. 1, Brighton, Ontario.

10720—May 25—Authorizing the C.N.O.R. to connect its lines and tracks with the C.O.R. at Trenton, Ontario.

10721-2—May 27—Temporarily approving, pending the final determination by the Board, of the tariffs of tolls which the Bell Telephone Company shall be authorized to charge, and the form of agreement with other companies to be approved by the Board, the agreement entered into between the N. A. Telegraph Co. and the Ernestown Tel. Co., on the 1st of December, 1909; and the agreement between the N. A. Telegraph Co., and the Heckston Rural Tel. Co., dated the 16th of April, 1909; provided that these Orders shall not be taken to authorize the Bell Company to charge any higher toll or tolls than it was previous to May 13th, 1906, authorized to charge.

10723—May 30—Approving the location of the C.N.O.R. Company's line of railway through Trenton, Ontario, mile 145.43 to mile 145.76.

10724—May 30—Directing that the C.P.R. provide and construct a crossing over the track of its Stobie Branch in the lane between Durham and Elgin Streets, Sudbury.

10725 to 10730 Inc.—May 30—Authorizing the Hydro-Electric Power Commission to erect transmission lines across the wires of the Bell Telephone Company, at six different points in Ontario.

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, June 9th, 1910.

The entire Iron and Steel markets in the United States have been greatly upset over the statement made by different railways to the effect that the refusal of the Government to permit them to advance rates on the 1st of June, would have the effect of holding back much of the industrial expansion which they had been looking forward to for some time previously. This expansion, so far as the railways are concerned, would, of course, have reference to rails, bridges, cars, locomotives, and similar equipment, all of which call for the use of an enormous quantity of iron and steel. It is only to be expected that an announcement of this nature would have a most disconcerting effect upon the iron and steel trade of the country. It is believed, however, that the situation is not as bad as described, and that a refusal to grant advanced rates cannot hold back necessary expansion.

So far as the pig-iron market is concerned, it is claimed that there would be no difficulty in obtaining all the orders which are required if furnace interests were only prepared to accept present prices. In this matter, however, the furnaces take different views, some being prepared to accept present figures and some absolutely refusing to do so, believing that an improvement in the situation is at hand. The most important feature of the week in the Eastern district has been the necessity to meet prices made by Western purchasers to hold the trade of their own locality. Virginia purchasers have been taking a fair tonnage of business at \$14, at the furnace, for No. 2 foundry, for shipment, carrying a freight rate of \$2.45 to \$3 per ton. Alabama interests have been holding firm. New England consumers have bought quite freely the past few days, and purchasing has also been good in the Central West, South West, and Lake territory.

It is claimed that railways have been very parsimonious with their orders for rails for months past, and have only placed orders for cars where such has absolutely been necessary. As a whole, the volume of business in various lines of finished steel has been good, and has increased materially since the beginning of the year. Were it not for the great expansion, and the capacity of the shops to turn out more work, the activity would look greater than it looks at the moment. Some heavy buying was indulged in last week, but this will now subside until the question of the dispute between the railways and the Government assumes a more definite appearance.

The English market is practically unchanged. Makers are looking forward to better things, but there is a good deal of iron in second-hands which is being sacrificed. The position is no stronger. The whole situation is depending considerably on the United States. As soon as the United States shows an improvement, there will undoubtedly be material recovery in England.

In the local market there is a very fair buying movement at the prices now being offered at United States points. Also the fear of English and Scotch metals being sacrificed here is occasioning rather more activity in some cases. This enables Canadian consumers to cover requirements at prices which seem low. Taking advantage of the fact that small steamers intended for lake trade were available for carrying cargo from Middlesbrough to Western interior ports, a number of speculators decided to purchase English iron without having found a market for the same, in advance. It now seems that there are two or three thousand tons of this metal lying on the docks at Toronto and Hamilton, and that buyers are being sought. Since these purchases were made, the English market has shown some de-