quality. Permission was given to contractors, therefore, to cut down their storage during the winter and spring, so that the cement might be used in a shorter time if found satisfactory at the end of the seven-day test. Cements, however, which upon the results of the seven-day tests did not give promise of fulfilling all the requirements, were held for the full twenty-eight-day test.

Samples of the lumps of cement were tested, and in some cases were found to have lost nearly all of their original strength. The fine material in the same bags was found to be of good quality, and was allowed to be used after the lumps had been screened out. There appeared to be no difference in the effect of the dampness upon the different brands of cement in storage, all of them seeming to suffer to about the same extent.

RAILWAY ORDERS—Continued from page 657.

10777—June 2—Directing that the C.N.R. be made subject to a penalty of twenty-five dollars a day for every day after the first of July, 1910, that the requirements of par. 1 of Order of October 16th, 1909, in re diversion of Thibault Street, St. Boniface, Man., has not been complied with.

10798—June 7—Approving of location of proposed new C.P.R. station at Chalk River, Ont.

10799—June 6—Authorizing G.T.R. to construct branch lines with spur from point on railway south of River Do , Toronto, into the premises of the Toronto Iron Works, Limited, and British American Oil Company, Limited, and along roadway 150 feet wide on the north side of Keating's Channel.

10800—June 7—Authorizing the Province of British Columbia to construct a subway across right-of-way of C.P.R. 300 feet northerly from junction of Kimberley Branch and the main line of its Crow's Nest Branch.

10801—Authorizing the G.T.R. to construct, rearrange, etc., its tracks, switches, and sidings upon, along, and across Hibernia Street, Albert Street, Nunn Street, Third Street, and certain lands and premises within the corporation of town of Cobourg. G.T.R. to provide roadway 16 feet wide from east end of Nunn Street along south-east side of its right-of-way to ferry dock. Work to be completed within three months.

MARKET CONDITIONS.

Montreal, June 22nd, 1910.

The market for pig-iron in the United States shows but little difference as compared with a week ago. Quite a quantity of buying has been going on recently, and there are many enquiries from different sections, so that it looks as though at any time an improvement might take place in the situation. Prices continue at previous levels. Interest in the East is still largely in basic iron, there being several new enquiries in the market aggregating 20,000 tons.

It is said that steel works of various kind are also in the market for considerable quantities for shipment covering the third quarter. Basic iron, for delivery in the near future, is quoted at $15.50 to $16.00 per ton, delivered.

One of the most encouraging features in the market is the heavier buying movement in finished steel products. Some purchasers are demanding immediate shipments of structural material, and higher prices have actually been made in some instances. For the most part, however, fabricating shops will have no difficulty in making shipment of all the iron required, as their output has been accumulating somewhat during the past few months.

A view of the trade which has been receiving some attention is found in the gradually decreasing demand for wire nails. This demand seems to have been decreasing steadily for some time past, and the explanation which is offered is interesting, to say the least. It is that wooden buildings are giving way to steel and concrete buildings. This, as may easily be seen, would, no doubt, account for the falling-off in demand for nails, inasmuch as less nails would be required in the construction of steel and concrete buildings than in the construction of wooden buildings. It is a movement which is of more than local importance, and should be given full consideration by all those who are likely to be affected. The replacing of wooden buildings by steel and concrete buildings, while it may give occasion for the use of less nails, will, as can readily be seen, not be detrimental to the iron and steel business, inasmuch as it will give occasion for the use of more metal than the old wooden buildings.

It begins to look as though the United States Steel Corporation will shortly undertake the building of a steel plant at Duluth. This they promised to do some years ago, the idea at that time being that they would expend somewhere in the vicinity of five or six million dollars on the undertaking. The matter has been brought forcibly to their attention recently by the agitation in the State of Minneapolis against taking away so much iron ore from the State, thus losing to the State the manufacturing process. It is now considered by the Steel Corporation that to spend less than $10,000,000 upon the plant will be uneconomic.

Reports from England are uninteresting in many ways, inasmuch as no alterations in prices, worthy of comment, are taking place. All eyes seem to be fixed on the situation in the United States, and the feeling is that an improvement there would be followed almost immediately by an improvement throughout Great Britain. The demand from Germany and the Continent is slow.

In Canada the situation shows very little real change. The entire market is interested in the developments which are going on in connection with the Dominion Steel and Coal Corporation, as well as in the amalgamation of the steel finishing works. The situation is shaping up gradually, but there seem to be a number of cross purposes, the situation being thus rendered unsettled and somewhat prejudicial to the interests of the trade. With this exception, there is little to comment upon. The market for finished and semi-finished products, continues to show no change, having now been in that position for almost a year past. This is certainly an extraordinary condition of affairs. In fact, the market throughout the entire list of iron and steel, and products thereof, shows no change worthy of comment.

The market holds steady at recent prices:—

Antimony.—The market is steady at 8c. to 8¼c.

Bar Iron and Steel.—The market promises to advance shortly. Bar iron, $1.90 per 100 pounds; best refined horseshoe, $2.15; forged iron, $2.05; mild steel, $1.90; sleigh shoe steel, $1.90 for 1 x ⅜-base; tire steel, $2.00 for 1 x ⅜-base; toe calk steel, $2.40; machine steel, iron finish, $1.95; 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 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 2½ cents extra, or 10c. per bbl. weight.

Chain.—The market has advanced again, being now per 100 lbs., as follows:—¼-in., $5.30; 5-16-in., $4.70; ⅜-in., $3.90; 7-16-in., $3.65; ½-in., $3.55; 9-16-in., $3.45; ⅝-in., $3.40; ¾-in., $3.35; ⅞-in., $3.35; 1-in., $3.35.

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 13¾ to 14c.

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.

Galvanized Iron.—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, $4.10; Colborne Crown, $3.85; Apollo, 10¾ 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 10¾ oz., and English 28-gauge.

Galvanized Pipe.—(See Pipe, Wrought and Galvanized).

Iron.—First boats are now arriving at Montreal, and importers are quoting prices, ex-wharf, about $1 per ton under prices ex-store. Following are the prices, on cars, ex-wharf, Montreal:—No. 1 Summerlee, $20.50 to $20.75 per ton; selected Summerlee, $20 to $20.25; soft Summerlee, $19.50 to $19.75; Carron, special, $20 to $20.50; soft, $19.50 to $20; Clarence, $17.25 to $17.50; Cleveland, $17.25 to $17.50 per ton.

Laths.—See Lumber, etc.

Lead.—Prices are easier, at $3.35 to $3.45.

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. freight rate to Montreal. Laths: Quotations per 1,000 laths, at points earring $1.50 freight rate to Montreal, $2 to $3. Shingles: Cedar shingles, same conditions as laths, X. $1.50; XX, 2.50; XXX, $3.

Nails.—Demand for nails is better and prices are firmer, $2.40 per keg for cut, and $2.35 for wire, base prices. Wire roofing nails, 5c. lb.

Paints.—Roof, barn and fence paint, 90c. per gallon; girder, bridge, and structural paint for steel or iron—shop or field—$1.20 per gallon, in barrels; liquid red lead in gallon cans, $1.75 per gallon.

Pipe.Cast Iron.—The market shows a steady tone although demand is on the dull side. Prices are firm, and approximately as follows:—$32 for 6 and 8-inch pipe and larger; $33 for 3-inch and 4-inch at the foundry. Pipe, specials, $3 per 100 pounds. Gas pipe is quoted at about $1 more than the above.

Pipe.—Wrought and Galvanized.—Demand is about the same, and the tone is firm, though prices are steady, moderate-sized lots being: ¼-inch, $5.50 with 63 per cent. off for black, and 48 per cent. off for galvanized; ⅜-inch, $5.50, with 59 per cent. off for black and 44 per cent. off for galvanized; ½-inch, $8.50, with 69 per cent. off for black, and 59 per cent. off for galvanized. The discount on the following is 71½ per cent. off for black, and 61½ per cent. off for galvanized; ¾-inch, $11.50; 1-inch, $16.50; 1¼-inch, $22.50; 1½-inch, $27; 2-inch, $36; 2½-inch, $57.50; 3-inch, $75.50; 3½-inch. $95; 4-inch, $108.

Plates and Sheets.—Steel.—The market is steady. Quotations are: $2.20 for 3-16; $2.30 for ¼, and $2.10 for ⅜ and thicker; 12-gauge being $2.30; 14-gauge, $2.15; and 16-gauge, $2.10.

Rails.—Quotations on steel rails are necessarily only approximate and depend upon specification, quantity and delivery required. A range of rails, per gross ton of 2,240 lbs., f.o.b. mill. Re-laying rails are quoted at $27 to $29 per ton, according to condition of rail and location.

Railway Ties.—See lumber, etc.

Roofing.—Ready roofing, two-ply, 70c. per roll; three-ply, 95c. per roll of 100 square feet. Roofing tin caps, 6c. lb.; wire roofing nails, 5c. lb. (See Building Paper; Tar and Pitch; Nails, Roofing)

Rope.—Prices are steady, at 9c. per lb. for sisal, and 10½c. for Manila. Wire rope, crucible steel, six-strands, nineteen wires; ¼-in., $2.75; 5-16, $3.75; ⅜, $4.75; ½, $5.25; ⅝, $6.25; ¾, $8; ⅞, $10; 1-in., $12 per 100 feet.

Spikes.—Railway spikes are firmer at $2.45 per 100 pounds, base of 5½ x 9-16. Ship spikes are steady at $2.85 per 100 pounds, base of ⅝ x 10-inch, and ⅝ x 12-inch.

Steel Shafting.—Prices are steady at the list, less 25 per cent. Demand is on the dull side.

Telegraph Poles.—See lumber, etc.

Tar and Pitch.—Coal tar, $3.50 per barrel of 40 gallons, weighing about 500 pounds; roofing pitch, No. 1, 70c. per 100 pounds; and No. 2, 55c. per 100 pounds; pine tar, $8.50 per barrel of 40 gallons, and $4.75 per half-barrel; refined coal tar, $4.50 per barrel; pine pitch, $4 per barrel of 180 to 200 pounds. (See building paper; also roofing).

Tin.—Prices are firm, at $34 to $34.50.