9405—January 27—Dismissing application of Edward Clark & Son, Toronto, Ont., complaining of refusal of the C.O.R. to furnish cars for the shipment of lumber on its branch line between Marmora Junction and Cordova, Ont.

9406—January 31—Authorizing the C.P.R. to use and operate bridges Nos. 20.13, 26.73, and 87.62 on its Soo Branch, Lake Superior Division.

9407—January 27—Directing C.P.R. to acquire necessary land on Dundas Street, Cooksville, Ont., north and south sides of the track to give a clear view of approaching trains in either direction.

of this order to install and maintain bells at Lancaster and Strange Street crossings on the main line, and Queen and Mill Streets on the Galt Branch of the railway in the town of Berlin, Ont.

9409—January 31—Authorizing the C.P.R. to use and operate bridges 61.48, 83.23, and 98.76 on its North Bay section.

9410—January 31—Authorizing the C.N.Q. Railway to divert public road on Lots 418 and 419, in Parish of St. Augustine, at mileage 19.23, west from Quebec Bridge.

Quebec Bridge.

9417—January 31—Approving location of the G.T.R. Pacific Branch Lines
Company from Sec. 8, Tp. 17, R. 19, to Sec. 23, Tp. 11, R. 15, W. 2nd Mer.,
District of Assiniboia, Sask., mileage 4, to mileage 50.

9412—January 27—Authorizing the C.N.O. Railway to construct its tracks
across public road between part of Lot 32, Con. "C," and part of Lot 32,
Con. "B," at Station 23795, Township of Scarboro.

9413—January 27—Authorizing the C.N.O. Railway to construct its
tracks across public road between south part of Lot 22, Con. 2, and the
north part of Lot 22, Con. 1, at Station 477, Township of Scarboro.

9414—January 27—Authorizing the C.N.O. Railway to construct its
tracks across public road between Lots 18 and 19, Con. 2, Tp. of Scarboro.

9415—January 31—Approving foundation plan, etc., of trestle for bridge
No. 17, at mileage 53.17, Breche a Manon, Atlantic, Quebec, & Western
Railway.

Railway.

9416—January 31—Bridge No. 19 at 1st crossing, East Branch, Anse a Beau Fils, mileage 65.3.

9417—January 31—Bridge No. 21, 3rd crossing, East Branch, Anse a Page 17.

9417—January 31—Bridge No. 24, at mileage 88, Anse a Brillant.
9418—January 31—Bridge No. 20, at the 2nd crossing, East Branch, Anse
a Beau Fils, mileage 65.4.
9420—January 31—Bridge No. 25, Seal Cove, at mile. 92.3, Province of
Quebec.

9421-January 31-Bridge No. 23 over south-west branch, Bois Brule,

9422—Jan. 31—Authorizing the C.N.Q. Railway to divert public road on Lots 463 and 456, Parish of St. Augustine, at mileage 17.22, west from Quebec Bridge. mileage 85.4.

9423—January 31—Authorizing the Vancouver, Victoria & Eastern Railway to construct, maintain and operate spur to premises of Daly Reduction Company, at Hedley, B.C.
9424—January 31—Authorizing the C.P.R. to construct a hand-rail along 9424—January 31—Authorizing the Park Corner and Vootigeurs St., Montreal.

9425-January 31-Authorizing the Atlantic, Quebec & Western Railway Montreal. 9425—January 31—Authorizing the Atlantic, Quebec & Western Ranway to construct bridges at mileages 40.8, 46.7, 76.9, and 95.8, subject to certain

9426—January 27—Authorizing the T. H. & B. Railway to construct two spurs to the premises of F. W. Bird & Son, Hamilton, Ont.
9427—January 31—Authorizing the Province of Alberta to carry telephone wires across the tracks of the Grand Trunk Pacific at Sec. 33, Tp. 52, R. 27, west of 4th Meridian, 3 miles east of Stony Plain, Alta.

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, February 16th, 1910.

Dullness continues in the pig-iron markets of the United States, although it would be a little difficult to explain why this should be. The underlying conditions have not in any way changed during the past, two or three months, the country being very prosperous, and there being every indication that it will continue so. The present unsettled condition appears to be largely sentimental and, while many authorities have attempted to offer an explanation, no two seem to agree. Among the reasons offered is that of restrictive legislation concerning what is known as offered is that of restrictive legislation concerning what is known as offered is no new development, it having formed part of the Roosevelt trusts. This is no new development, it having formed part of the Roosevelt rusts. This is no new development, it having formed part of the Roosevelt rusts. This is no new development, it having formed part of the Roosevelt rusts are under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past. Whatpolicy which has been under discussion for two or three years past.

During the past week the price of standard Bessemer pig-iron, which has been under difficult to explain the past week the price of standard Bessemer pig-iron, which has been under difficult to explain the past week the price of standard Bessemer pig-iron, which has been under difficult to explain the past week the price of standard Bessemer pig-iron.

During the past week, the price of standard Bessemer pig-iron, which has been pegged at \$10, Va'ley furnaces, for some time past, was upset by a sale made by the Bessemer Association to the United States Corpora-

tion at a reduction of \$1 per ton, making the price \$18, deliveries during the next three months. Heretofore, the spread between standard Bessemer and basic and foundry grades has been much greater than customary, and it was felt that either Bessemer would have to come down or the other grades go up. The concessions in Bessemer are felt to be a move in the direction of encouraging further heavy buying, for delivery spread over the present year.

It would seem that the quantity of foundry and steel making grades of iron being used is greater than ever before, so that a good buying movement is almost assured as soon as present stocks are reduced.

English criticism is that the Americans change their view-point over night, and that much of what takes place in their market cannot be regarded as final.

English and Scotch conditions continue satisfactory with moderate improvement. Prices have not been materially advanced during the past two or three weeks, but trade conditions continue good, and both buyers and sellers are evidently looking forward to stronger market conditions during the spiring and summer months. Foreign demand is satisfactory and home consumption keeps up at a very fair gait. Scotch makers, especially, are well pleased with the situation and are anticipating higher prices. Reports from Germany and Belgium are also very favorable, both as to volume of business and the price obtained.

For the first time in several months, the quantity of Middlesboro piginon put into warrant stores has been reduced to almost nothing. From an average of 5,000 or 6,000 tons per week, it came down to 50 tons, only, for last week in January.

The Canadian market is very encouraging. Foundries, rolling mills and blast furnace interests are filled with orders, and prospects for even better conditions are constantly presenting themselves. Prices have not altered much during the past two or three weeks, and the tendency for the moment is about steady. Providing Canada is favored with the usual good crops, it looks as though nothing would arise to hold back prosperity. Extensive railway building is in contemplation, as is also large construction work of other natures, and the steel business at least will be fully occupied for many months to come.

Looking over the market for finished and semi-finished iron and steel products no change becomes apparent this week. In fact, even the strength and the advances which many thought would take place before the end of this or next month, seem more or less in question, at the moment, the situation in the United States showing weakness rather than strength, recently. It is difficult to forecast with any accuracy the immediate future in prices of the materials referred to, but there is every reason to expect a good trade this season, and one might look for firmness to expect a goo

Antimony.—The market is steady at 8 to 81/4c. (111).

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 1x 34-base; tire steel, \$1.00 for 1x 34-base; toe calk steel, \$2.35; machine steel, iron finish, \$1.90; imported, \$2.20 (111, 119)

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)

Bullding 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, 55c. per roll; dry fibre, 45c. (See Roofing; also Tar and Pitch). (164).

Gement.—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. (26, 86, 164).

Chain.—Prices are at follows per 100 lbs.:—¼-inch, \$4.90; 5-16-incn, \$4.40; ¾-inch, \$3.70; 7-16-inch, \$3.05; 1-inch, \$3.25; 9-16-inch, \$3.20; 14-inch, \$3.10; 14-inch, \$3.70; 1-inch, \$3.05; 1-inch, \$3.25; 9-16-inch, \$3.20; 14-inch, \$3.10; 14-inch, \$3.05; 1-inch, \$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, \$6.00, cars, Montreal

Copper.—Prices are strong at 14 to 14½c.

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, soc. per lb. Fuses, platinum, single strength, per 100 fuses:—4-ft. wires, \$3; 6-ft. wires, \$3.4; 8-ft. wires, \$4.08; 10-ft. wires, \$5.

Galvanized Pron.—The market is steady. Prices, basis, 28-gauge, are:—Queen's Head, \$4.10; Colborne Crown, \$3.85; Apollo, 10½ oz., \$4.0c. Add 25c. to above figu

Laths.—See Lumber, etc.

Lead.—Prices are about steady at \$3.55 to \$3.65.

Lead Wool.—\$10.50 per nundred, \$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, r-in, by 4-in, and up, \$15 to \$17 per 1,000 ft.; mill culls, \$12 to \$14. Hemlock, log run, culls out, \$17 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; 40-ft., \$1.75 to \$2; 35-ft. \$2.75 to \$2.25 each, at manufacturers' points, with ecarring \$1.50 freight rate to Montreal Laths: Quotations per 1,000 laths, at points carring \$1.50 freight rate to Montreal, \$2 to \$3. Shingles Cedar Nails.—Demand for nails is better and prices are furmer, \$2.40 per keg for cut, and \$2.35 for wire, base prices. Wire roofing nails, sc. 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.