Little Creek, Windsor Section, Ontario Division.

11241—July 15—Authorizing the C.P.R. to reconstruct bridge No. 41 9 over the St. Lawrence River, on the Farnham Section.

11242—July 15—Approving of the location of the C.P.R. station at Shepard, Alta.

11243—July 15—Authorizing the St. Mary's Wood Specialty Co., to lay a drain at its own expense along the industrial spur of the C.P.R., at St. Mary's, Ontario, and that all costs, etc., be borne and paid by the Applicant, that the said drain shall be kept in good working order by the Applicants, and not to obstruct, or in any way interfere with the use and enjoyment of the C.P.R. tracks by that Company, and rescinding Order No. 11127, dated July 12th, 1910.

11244—July 15—Approving the interlocking plant of the G.T.R. to be installed at Lynden Junction, Ontario.

11245—July 15—Authorizing the C.P.R. to construct industrial spur across the Blackfoot Trail, and across Block 5, in the City of Calgary, Alta.

11246—July 14—Authorizing the C.P.R. to contsruct, maintain, and operate a branch line commencing on spur track already constructed at the western boundary of Lot 3, in Block 67, of subdivision of part of Section 15-24-1, W. 5 M.

11247—July 14—Authorizing the C.P.R. to construct, maintain, and operate an extension to the industrial spur of the Port Haney Brick Co., in Lot 398, Section 17, Township 12, E.C.M., at Haney, B.C.

MARKET CONDITIONS.

Montreal, Aug. 3rd, 1910.

A sale of ten thousand tons of basic iron to a middleman was made by a Valley interest at fourteen dollars, Valley, in the United States. This is a new level. Railroads have placed some fair orders, including four thousand six hundred tons of structural material by the Chicago & Northwestern. The New York Central has taken figures on 10,000 tons for the New York Terminal Improvements. The National Railways of Mexico have ordered 2,600 cars from the American Car & Foundry Co., which will require about 10,000 tons of plates. The structural fabricators are busy in nearly all parts of the country, but low prices are being made on the steel, particularly in eastern territory and on export business. The American Bridge Company expects to operate to about ninety per cent of its capacity during the remainder of the year.

Some prompt foundry iron in small lots is reported as having change hands during the week on the basis of $14.25, that price holding at present. Not a single new inquiry for Bessemer was reported during the week. The last known sale of malleable to be reported was at $15, Valley furnace, but this price has been merely nominal for the past several weeks. The rate of production of pig iron in the Pittsburg territory about held its own for the last week of the month. The Baltimore & Ohio has closed its 1910 equipment programme by placing an order for goldolas with the Pressed Steel Car Company. This makes a total of 6,500 new cars ordered by the road since May 1st.

Demand for track supplies is fair. Notwithstanding talk of curtailment of improvement by the railroads, no stop orders have been received by any of the Pittsburg mills on orders placed. Mills are not getting a great deal of business in merchant pipe, but the scattered buying from day to day runs up a fair tonnage. Prices on line pipe have not been as good as they were last fall, but have been fairly satisfactory to any mill which can keep going steadily.

The market on black and galvanized sheets is evidently rounding up into shape for some concrete announcement by the leading interest. Black sheets continue to be shaded about $3 a ton, and galvanized about $4.

Notwithstanding the demands of the steel car companies, the plate mills are experiencing a July lull. Prices are softer and sales are more frequent at reductions.

Acting in accordance with their policy of maintaining as close differential between mill and store prices as possible, Chicago jobbers of structural steel reduced store quotations on beams, channels, Bessemer bars and plates, 10 cents per hundred each. Business in structural steel has been uniformly and consistently good during the season and reduction therefore comes somewhat of a surprise. Railroads are taking more interest in bars, plates and machinery.

President Curry of the Canadian Car Corporation states that the present year is the greatest ever known in the history of Canadian car building but from present indications he considered that the year 1911 will even make this year's record look small. When the Canadian Car Corporation has completed the orders now on hand, it will have delivered 12,000 cars, which is some 4,000 cars in excess of the combined output of the various plants now included in the car consolidation.

The pig iron situation in Canada is most uninteresting and very little is going on while prices continue unchanged practically throughout the entire list, as follows:—

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

Bar Iron and Steel.—The market holds dull and steady. 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 is unchanged, 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