FUEL GAS FOR CITIES.

The *Engineering News* says: "The failure of commercial attempts to supply fuel gas to cities in the United States is strikingly set forth in an exhaustive paper by Mr. F. H. Shelton, of Chicago. The paper, it must be understood, does not deal with the isolated plants for making fuel gas for use on the premises in manufacturing purposes, nor with the supply of illuminating gas for fuel by illuminating companies. It deals wholly with commercial attempts to supply a cheap non-luminous gas as a substitute for coal or other forms of heat for domestic and manufacturing purposes. The number of attempts described by Mr. Shelton is twenty-seven. These have been made under a variety of conditions, in both large cities and small villages, and all but five have utterly collapsed, while of these five, two have been trying to change to illuminating gas; one plant is operated chiefly to furnish gas to a large manufactory, and the other two, although in operation for a number of years, have never paid a dividend. Ten of the attempts Mr. Shelton characterizes as raids upon existing gas companies, six of which resulted in consolidation and the abandonment of fuel gas. Fourteen of the trials are characterized as genuine attempts to meet an apparent demand for fuel gas. Several plants have been promoted by persons interested in selling patent rights. The general cause of failure, especially of the legitimate attempts, is the simple fact that the public soon finds out that the low prices charged for fuel gas are accompanied by low heat units, so that no economy results, while the fuel gas is more dangerous than the illuminating, in case of leaks, and necessitates two sets of pipes, if gas is desired for lighting. Prices cannot be put or kept low enough to compete with illuminating gas, which with the disadvantages of use just cited, results in lack of customers and financial failure, unless a change is made to illuminating gas."

MUNICIPAL STREET RAILWAYS.

The *Engineering News* says: "The steel railway system of Glasgow is now entirely under the control of the municipality, the city recently having leased lines not already acquired. About 99,000,000 passengers were carried during the year ended May 31, 1897. Had the rates prevailed during the year that were charged there years before the city assumed control of the lines, the total fares paid during 1896-97 would have been more than $800,000 in excess of those actually paid. Notwithstanding this reduction in fare the city increased both the service and the wages of all classes of employees, paid interest and 2 per cent. to the sinking fund, over $400,000 to the 'Common Good,' some $60,000 depreciation, $70,000 to the permanent way renewal fund, and placed nearly $100,000 in the general reserve fund. The last two funds now amount to over $350,000. The total receipts for the year were $1,780,000 from traffic and $25,000 from other sources, and the working expenses alone were $1,395,000."

EXPORTING CANADIAN STONE.

Mr. E. Odlum, writing to the Toronto *Globe* on the further development of the foreign trade of Canada, says: "As granite, marble and various ornamental stone are imported from many countries, and as Canada is rich in numerous varieties of high-grade stone, there would seem to be an opening for trade along this line. The fact that Canada imports stone need not prevent an earnest, systematic, persistent attempt to export similar articles. I know many excellent granites, marbles, and free stones in Canada that could be exported as ballast. In bulky, light cargoes ballast is required, and if well managed that very ballast might be used as valuable building and ornamental stone."

STOCKS IN MONTREAL.

MONTREAL, Aug. 25th, 1897.

STOCKS.	Highest.	Lowest.	Total.	Sellers.	Buyers.	Average price 1896.
Montreal	234½	233½	76	237	234¼	220¾
Ontario	83½	83½	....	90	83	55
Molsons	....	....	....	205	195	176½
Toronto	227½	227½	3	228½	227	220
Jacques Cartier	....	....	....	....	....	....
Merchants'	177	176	48	....	175	157
Commerce	128½	128½	9	130	129	122½
Union	....	....	....	....	101	100
M. Teleg.	177½	175	12	180	175	160
Rich. & Ont	90¾	90¾	25	95	90½	82
St. Ry	220	219	930	219½	219⅜	214½
Do., new stock	210¾	210¾	50	211	210	....
Gas	192¾	190	2891	192¾	192½	185
C. Pacific Ry	73½	71	1800	72⅞	72½	56½
Ld. Grant bnds.	....	....	....	....	....	108
N.W. Land pfd.	50	49	500	55	51	....
Bell Tele	170	168½	205	172½	169½	154
Mont. 4% stock	....	....	....	....	....	....

Commercial.

TORONTO MARKETS.

TORONTO, 26th Aug., 1897.

DAIRY PRODUCTS.—In creamery butter there has been considerable movement in this market during the week. The quality is uniformly good and prices are quite satisfactory. Dealers are quoting rolls 18 to 19c., and tubs 18c. per lb. The export movement is, as we elsewhere note, good, showing great strength. The receipts of dairy butter on this market have been very large, and as the demand is somewhat