power, or would remove the are lights now used in parks and squares and make use of them as street lights. The company claims there is no contract for lighting squares and parks, although the city takes the opposite view. The aldermen would not consent to the company's proposition to remove the lights from the squares and parks, and the matter was left for the lighting superintendent to arrange for future consideration.

Company Wants Arbitration.

At the present time, the company has a proposition before the City Council, asking to have the price of electric street lighting fixed by arbitration. The company would name one arbitrator; the city, the Board of Trade and the Chambre de Commerce the second, and these two would select the third. The company deposited a bond of $50,000 to abide by the decision. The company claims to have asked for its money back, owing to the delay in accepting the proposition, but without success.

The company also points out that when the recently annexed municipalities became part of the city their rates for street lighting were reduced to the prices the city was paying. Some of the contracts had a considerable time to run and were at the rate of $120 per light per annum, or almost double the price paid by the city. As soon as the contract with the city expires, these municipalities will be again held under their old contracts for the unexpired portion of time.

After reading all these reasons why the city should lose no time in renewing its contract with the Power Company, one cannot but accept with a grain of salt the claim made by the company that it would be just as well pleased if the city would notify it that they would not require the company's light after the end of the present year.

When refusing, recently, to pay its proportion of the expenses of clearing away the snow from the streets, the Montreal Street Railway charged that this work was costing far more than it should and that payment was being drawn for men who actually were not at work at all. This week, City Treasurer Robb reported to the Roads Committee that Charest, one of the chief formen, was apparently guilty of stuffing the corporation pay lists. It would seem that his system was to send a young woman to draw the wages of three men whose names were on the pay roll, but who were purely imaginary. The young woman, who, the detectives say, was the daughter of Charest, but who was innocent in the matter, carried notes to the paymaster's office at the City Hall, and got the money. In this way it is claimed that Charest has drawn some $1,800 in an illegal manner. The claim is made that there were others who have known of the game carried on by Charest for some weeks past. Charest has not been seen around his home for several days and it is thought will be absent for a long time.

Two Alternative Offers.

The Banque de St. Jean is not the only one for the continuation of the existences of which a desperate effort is being made by those interested. A meeting of the depositors and shareholders of the Banque de St. Hyacinthe was held at the town of St. Hyacinthe, on Tuesday night, having been called by Messrs. L. P. Morin, M. Archambault, F. X. A. Boisseau, Joseph Roy, L. O. Dauray and Joseph Morin. The object of the meeting was to lay before the depositors an offer by which they would accept 75 cents on the dollar for their claims, payable at three and six months, security being meantime offered for the fulfilment of the offer. An alternate offer was for the depositors to accept 50 cents on the dollar and paid-up shares for the balance of their claims. It was decided to appoint a committee of depositors to make full inquiries into the situation. A committee of nine was appointed and will report results at a meeting to be held in the same place next Tuesday.

MOTOR VEHICLES AND THE ACCIDENT HAZARD.

Statistics were recently given in the Coroner's Court, of London, showing how motor-driven vehicles have added to the death-roll in the Metropolis. The figures for the Metropolitan area for 1907, excluding the city of London, were:—

	Accidents.	Injuries.	Deaths.
Motor 'buses	4,723	1,068	36
Private cars, motor cabs, and cycles.	5,959	2,055	66
Horses and motor-drawn licensed vehicles	37,415	11,696	269

These returns exclude tramways, which were responsible for 5,328 accidents, causing injuries to 1,986 persons, and deaths to 21. The city statistics are set out much more clearly, being as follows:—

	1907.	1908, to June 30.
Killed	5	2
Injured by:—		
Motor omnibuses	194	94
Motor cabs	35	36
Motor cars	42	21
Other motor vehicles	19	10

MARKET CONDITIONS.

Toronto, August 7th, 1908.

The situation in the building trade is pretty well shown by the remarkable increase in house construction in July in Toronto compared with six previous months. Elsewhere there have been increases in building, though none so pronounced as here. Values are as a rule maintained, brickmakers are fairly busy, cement men not so well employed. Iron and steel cannot be described as very active, but in metals generally there is more activity during these last ten days than for weeks previously. Merchants say they are being pretty well paid, but they are keeping careful watch on the weak merchant or sanguine buyer.

British advices are that pig iron is steady, while structural steel is less firm. Of other metals, copper and tin are active and even buoyant. An improvement is shown in lead. American intelligence is that the New York market is not so full of confidence, because the railways are not stocking up as was expected. Indications in Buffalo, Detroit, and Chicago, however, are of better business.

The following are wholesale prices for Toronto, where not otherwise explained, although for broken quantities higher prices are quoted:—

Bar Iron.—$2 base, from stock to the wholesale dealer.

Boiler Plates.—¼-inch and heavier, $2.40. Fair supply, prices steady. Boiler heads 25c. per 100 pounds advance on plate.

Boiler Tubes.—Demand limited. Lap-welded, steel, 1¼-inch, 10c.; 1½-inch, 9c. per foot; 2-inch, $8.50; 2¼-inch, $10; 2½-inch, $10.60; 3-inch, $12.10; 3½-inch, $15.30; 4-inch, $19.45 per 100 feet.

Building Paper.—Plain, 30c. per roll; tarred, 40c. per roll. Orders still of a limited character.

Bricks.—Common structural, $9 to $10 per thousand, wholesale, and the demand is still active. Red and buff pressed are worth, delivered, $18; at works, $17.

Cement.—The quotation now for 1,000 barrel lots and perhaps smaller parcels is $1.60 exclusive of cotton bags; if bags are included price is $2; small lots cost without bags $1.75 to $1.80.

Copper, Ingot.—The market is firm and rapidly rising. We quote 14 to 14½c. here.

Detonator Caps,—75c. to $1 per 100; case lots, 75c. per 100; broken quantities, $1.

Dynamite, per pound, 21 to 25c., as to quantity.

Felt Paper—Roofing Tarred.—As if in defiance of dealers' predictions the price did go down to $1.80.

Fire Bricks.—English and Scotch, $32.50 to $35; American, $25 to $35 per 1,000. Demand continues fair.

Fuses—Electric Blasting.—Double strength, per 100, 4 feet, $4.50; 6 feet, $5; 8 feet, $5.50; 10 feet, $6. Single strength, 4 feet, $3.50; 6 feet, $4; 8 feet, $4.50; 10 feet, $5. Bennett's double tape fuse, $6 per 1,000 feet.

Galvanized Sheets—Apollo Brand.—Sheets 6 or 8 feet long, 30 or 36 inches wide; 10-gauge, $3.25; 12-14-gauge, $3.35; 16, 18, 20, $3.50; 22-24, $3.70, 26, $3.95; 28, $4.40; 29 or 10¾, $4.70 per 100 pounds. Demand more active, prices unchanged.

Iron Pipe.—Black, ¼-inch, $2.03; ⅜-inch, $2.25; ¼-inch, $2.63; ¾-inch $3.56; 1-inch, $5.11; 1¼-inch, $6.97; 1½-inch, $8.37; 2-inch, $11.16; 2½-inch, $17.82; 3-inch, $23.40; 3½-inch, $29.45; 4-inch, $33.48; 4½-inch, $38, 5-inch, $43.50; 6-inch, $56. Galvanized, ¼-inch, $2.85; ⅜-inch, $3.08; ½-inch, $3.48; ¾-inch, $4.71; 1-inch, $6.76; 1¼-inch, $9.22; 1½-inch, $11.07; 2-inch, $14.76. The supply on hand is fair.

Lead.—Very active and higher, say $3.95 to $4.

Lime.—In plentiful supply and moderate movement. Price for large lots at kilns outside city 21c. per 100 lbs. f.o.b. cars; Toronto retail price 35c. per 100 lbs. f.o.b. car

Lumber.—Dressing pine we quote $32 to $35 per thousand for usual lengths (12, 14, and 16 ft.), and stock sizes of boards, and $38 to $40 for special lengths, common stock boards, as to grade, $24 to $28; culls, $20. June was a good month and July is keeping up well in volume. Southern pine firmer, with an advance in price all round; Norway pine continues easier with considerable stock moving. Hemlock is also active, with an easy feeling. British Columbia shingles have advanced to $3.20, and another advance is looked for, the supply is not large, and they came forward slowly. Spruce flooring is worth $25. Lath are somewhat firmer. Good white pine is moving a little more freely, and keeps firmer than any other grade of stock, the outlook negativing any idea of lower prices.

Nails.—Wire, $2.55 base; cut, $2.70; spikes, $3.15.

Pitch.—Limited trade at 70c. per 100 lbs.

Pig Iron.—A moderate trade, prices unchanged. Clarence quotes at $19.50 for No. 3; Cleveland, $19.50 to $20; in Canadian pig, Hamilton quotes $19.50.

Steel Beams and Channels.—Quiet. We quote:—$2.50 to $2.75, according to size and quantity; if cut, $2.75 to $3; angles, 1¼ by 3-16 and larger, $2.55; tees, $2.80 to $3 per 100 pounds Extra for smaller sizes of angles and tees

Steel Rails.—80-lb., $35 to $38 per ton. The following are prices per gross ton; Montreal, 12-lb. $45, 16-lb. $44 25 and 30-lb. $43.

Sheet Steel.—There are some signs of weakness in the lower numbers, but we quote: 10-gauge, $2.65; 12-gauge, $2.70; American Bessemer, 14-gauge, $2.45; 17, 18, and 20-gauge, $2.60; 22 and 24-gauge, $2.65; 26-gauge, $2.80; 28-gauge, $3.

Tool Steel.—Jessop's special pink label, 10½c.

Tar.—There is little activity and no large orders; $3.50 per barrel the ruling price.

Tank Plate.—3-16-inch, $2.50.

Tin.—Firm at 32½ to 33c.

Zinc.—Active, prices unchanged, at $4.90 to $5.

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Montreal, August 6th, 1908.

There is a report that the United States Steel Corporation has in operation about 75 per cent. of its plant, against about 40 per cent. at the worst of the depression. The mills are principally operating upon sheets, wire and higher finished grades of goods. A few blast furnaces have been blown in, but pig iron production has not materially increased, sufficient stocks being on hand to take care of an improvement in more finished lines. As far as pig iron prices are concerned, there is no change. Reports of sales at reduced prices are heard occasionally, as are also reports of the intention of railways to place large orders, but what truth there is in these reports is hard to say. The probability is that there is political import in the stories regarding the railways.

There seems to be very little taking place in England, the tendency, however, being apparently towards slightly lower prices. This, at any rate, is what mail advices received here for some weeks past, regarding Cleveland warrants, would lead one to believe, the remarkable fact being, however, that, notwithstanding these reports, cables continue to quote the situation unchanged. In pig iron, good Scotch grades are now down to an extremely low level, and, as compared with Middlesboro' brands, are an excellent purchase. The East coast mills have all along been main-