18 7-8 shows a decline of 1 1-8 points. The Preferred was down 4 1-2 points, closing with 41 1-2 bid on sales of 320 shares. In the Bonds, $5,000 changed hands. The closing bid was 70, a loss of 2 points. Dominion Coal Common shows the heaviest decline and was 7 3-8 points down at the close with 45 5-8 bid on sales of 275 shares in all. In the Preferred, 10 shares changed hands, but there were no sales of the Bonds. Nova Scotia Steel Common was traded in for 470 shares and closed 4 1-2 points lower with 60 1-2 bid. There were no sales of the Preferred stock nor of the Bonds.

Lake of the Woods Common sold down to 65, recovered to 67 1-2, and closed with 67 bid, and 135 shares were dealt in. There were no transactions in the Preferred stock nor in the Bonds. Dominion Textile Preferred closed with 82 1-2 bid, a decline of 1 1-2 points on sales of 182 shares. The Common closed offered at 47 with 42 bid, while the closing quotations for the Bonds were as follows:—Series A. & C. 87 bid. Series B. & D. no quotation.

There is no change in the local money market, and the rate for call loans remains at 6 per cent. The ruling rate in New York to-day was 3 1-2 per cent., while the London quotation was 2 1-2 per cent.

	Per Cent.
Call money in Montreal	6
Call money in New York	3 1-2
Call money in London	2 1-2
Bank of England rate	4 1-2
Consols	81 13-16
Demand Sterling	9 1-2
60 days' sight Sterling	8 1-2

The quotations for money at Continental points were as follows:—

	Market.	Bank.
Paris	3 1-4	3 1-2
Berlin	4 5-8	5 1-2
Amsterdam	4 7-8	5
Brussels	4 3-8	5
Vienna	4 7-8	5

Thursday p.m., 15 August, 1907.

The market suffered a further decline to-day and although in some cases prices have improved from the lowest, quotations generally show losses from yesterday's level. Montreal Street sold down to 189 3-4 recovering to 192 1-2. Toronto Railway sold at 95 1-2. Illinois Preferred at 78 and Dominion Iron Common at 18 1-2.

CLEARINGS FOR THE WEEK.

Montreal Bank Clearings for the week ending August 15, were $28,772,011. For the corresponding weeks of 1906 and 1905, they were $26,697,439 and $23,167,961 respectively.

Toronto Clearings for the week ending August 15, were $22,944,003. For the corresponding week of 1906, they were $21,640,718.

TRAFFIC EARNINGS.

The gross traffic earnings of the Grand Trunk Canadian Pacific, Canadian Northern, Duluth South Shore & Atlantic railways, and the Montreal, Toronto, Halifax, Twin City, Detroit United and Havana street railways, up to the most recent date obtainable, compared with the corresponding period for 1905 and 1906, were as follows:

Grand Trunk Railway.

Year to date,	1905.	1906.	1907.	Increase
July 31	$20,447,421	$22,533,625	$25,040,614	$2,506,989
Week ending.	1905.	1906.	1907.	Increase.
Aug. 7	767,307	869,037	925,346	56,309

Canadian Pacific Railway.

Year to date..	1905.	1906.	1907.	Increase.
June 30	$23,124,000	$35,952,000	$41,327,000	$5,375,000
Week ending.	1905.	1906.	1907.	Increase.
Aug. 7	1,070,000	1,399,000	1,565,000	166,000

Canadian Northern Railway.

Year to date.	1906.	1907.	Increase.
June 30	$6,166,900	$8,032,600	$2,265,700

Week ending.	1905.	1906.	1907.	Increase.
Aug. 7	79,200	125,900	196,700	70,800

Duluth, South Shore & Atlantic.

Week ending.	1905.	1906.	1907.	Increase
July 7	56,480			
14	56,369	61,166	69,900	8,734
21	60,662	62,808		

Montreal Street Railway.

Year to date.	1905.	1906.	1907.	Increase
July 31	$1,270,299	$1,453,498	$1,652,842	$199,344
Week ending.	1905.	1906.	1907.	Increase
July 7	58,230	68,456	77,960	9,504
14	61,198	67,056	72,986	5,930
21	58,753	67,850	76,003	8,153
31	75,916	82,281	92,032	9,751

Toronto Street Railway.

Year to date.	1905.	1906.	1907.	Increase
July 31	$1,487,326	$1,680,811	$1,876,868	$196,057
Week ending.	1905.	1906.	1907.	Increase
Aug. 7	83,788	60,642	56,715	Dec. 3,927

Twin City Rapid Transit Company.

Year to date.	1905.	1906.	1907.	Increase
July 31	$2,590,904	$3,056,107	$3,397,698	$341,591
Week ending.	1905.	1906.	1907.	Increase
July 7	101,684	127,859	137,608	9,749
14	97,257	110,322	126,066	15,744
21	95,731	111,484	125,037	13,553
31	137,566	170,776	180,698	9,921

Halifax Electric Tramway Co., Ltd.
Railway Receipts.

Week ending.	1905.	1906.	1907.	Increase
July 7	3,692	4,076	3,887	Dec. 189
14	4,314	3,884	4,153	269
21	3,855	3,609	4,799	1,190
31	5,424	4,597	5,442	845
Aug. 7	3,742	4,008	4,757	751

Detroit United Railway

Week ending.	1905.	1906.	1907.	Increase
July 7	113,198	136,064	152,615	16,551
14	102,821	124 328	139,217	14,889
21	107,901	126,104	139,459	13,355
31	159,216	181,899	201,043	19,146

Havana Electric Railway Co.

Week ending.	1906.	1907.	Increase
July 7	31,260	35,086	3,826
14	30,084	32.118	2,034
21	28,874	35,300	6,426
28	30,800	33,568	28,76

London Shows $380,000,000 new securities offered for 1907 to date, as against $364,500,000 for the same period in 1906, $443,000,000 in 1905, only $276,000,000 in 1904, and $361,400,000 in 1903. In other words, issues this year have been much the largest, with one exception of any year since 1902.

Montreal Cotton Company Operators at Valleyfield, to the number of 2,500, have struck for a ten per cent. increase in wages. They evidently believe that good times exist, because it is only in prosperous times that this kind of strike takes place.