

R. & O., after selling at 50, recovered to 53 3-4, a loss of 7 1-4 points on sales of 650 shares. Mackay Common is down 2 1-2 points to 57 bid, and 625 shares were traded in. The Preferred closed with 57 1-2 bid, a loss of 2 1-2 points also, on sales of 267 shares. Montreal Power figured largely in the trading, and 4,102 shares came out. After going down to 84 3-4, it recovered to 88 1-8 bid, a net loss of 3 3-8 points.

Dominion Iron Common took second place in this week's trading, and 6,702 shares were dealt in. The low point was 14 1-4, and the closing bid of 16 1-2 shows a net decline of 1 3-4 points. The Preferred sales involved 825 shares, and the closing bid of 44 shows a net loss of 10 points, but a recovery of 4 points from the lowest. The Bonds sold down to 70, and closed with 71 bid, a loss of 3 1-4 points and \$32,000 changed hands. Dominion Coal Common sold at 42, and closed with 42 1-2 bid, a decline of 3 points on sales of 1,735 shares. Neither the Bonds nor the Preferred Stock were traded in. Nova Scotia Steel Common closed with 50 3-4 bid on sales of 801 shares, a loss of 4 1-4 points. There were no transactions in the Preferred, nor in the Bonds.

Lake of the Woods Common touched 69, and closed 70 bid, a loss of 2 7-8 points. Only 174 shares came out on the decline. The last sales of the Preferred were at 102 and 120 shares changed hands. The Bonds were not dealt in. Dominion Textile Preferred closed with 81 bid, as compared with 84, and 91 shares comprised the week's business. The Common closed offered at 49 with 46 3-8 bid. The closing quotations for the Bonds were as follows.—Series A. 84 bid, Series B. 85 bid, Series C. 82 bid, Series D. no quotation.

Money continues unchanged, and the Bank rate for call loans rules at 6 per cent., but prices have reached a point where some monetary assistance will likely be given to the market. The rate for call loans in New York to-day was 3 1-2 per cent. and the London rate 3 per cent. The Bank of England rate is unchanged at 4 1-2 per cent.

	Per Cent.
Call money in Montreal.....	6
Call money in New York.....	3 1-2
Call money in London.....	3
Bank of England rate.....	4 1-2
Consols.....	82 1-2
Demand Sterling.....	9 3-8
Sixty days' sight Sterling.....	8 1-2

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

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

Wednesday P. M., October 16, 1907.

MONTREAL BANK CLEARINGS for the week ending Oct. 17, were \$33,165,087. For the corresponding weeks of 1906 and 1905, they were \$26,786,456 and \$28,395,161.

TORONTO BANK CLEARINGS for the week ending Oct. 17, were \$24,806,298.

WANTED.—Position in Head Office, by young man of business ability and good references. Fluent with French and English, with 5 Years experience as Chief Clerk in a Local (Fire) City Office.

Address, V,

CHRONICLE OFFICE
MONTREAL.

WANTED.—Inspector to take charge of the business in the Maritime Provinces of a leading British Life Office. Remuneration by salary and commission. Address, R,

P. O. Box 578

Montreal.

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
Aug. 31.....	\$21,631,375	\$26,418,896	\$29,183,193	\$2,764,297
Week ending.	1905.	1906.	1907.	Increase.
Sept. 7.....	836,810	932,809	990,736	57,927
" 14.....	841,107	864,706	941,098	76,392
" 21.....	822,392	906,060	954,311	48,251
" 30.....	1,081,876	1,109,613		

CANADIAN PACIFIC RAILWAY.

Year to date..	1905.	1906.	1907.	Increase
Sept. 30.....	\$37,211,000	\$48,150,000	\$54,578,000	\$6,428,000
Week ending.	1905.	1906.	1907.	Increase.
Oct. 7.....	1,189,000	1,482,000	1,497,000	15,000

CANADIAN NORTHERN RAILWAY.

Year to date.	1906.	1907.	Increase	
July 31.....	\$6,166,900	\$8,032,600	\$2,265,700	
Week ending.	1905.	1906.	1907.	Increase.
Oct. 7.....	100,200	164,100	182,600	18,500

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1905.	1906.	1907.	Increase
Sept. 7.....	61,596	58,237	73,439	15,202
" 14.....	63,144	68,563	70,263	1,700
" 21.....	60,325	66,828	70,325	3,497
" 30.....	89,936	98,171	90,376	Dec. 7,795

MONTREAL STREET RAILWAY.

Year to date.	1905.	1906.	1907.	Increase
Sept. 30.....	\$1,772,347	\$2,024,093	\$2,284,611	\$260,518
Week ending.	1905.	1906.	1907.	Increase
Oct. 7.....	58,074	62,218	70,966	8,748

TORONTO STREET RAILWAY.

Year to date.	1905.	1906.	1907.	Increase
Sept. 30.....	\$2,020,458	\$2,274,761	\$2,528,162	\$253,401
Week ending.	1905.	1906.	1907.	Increase
Oct. 7.....	53,504	58,838	67,108	8,270

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1905.	1906.	1907.	Increase
Sept. 30.....	\$3,463,419	\$4,190,709	\$4,512,292	\$321,583
Week ending.	1905.	1906.	1907.	Increase
Oct. 7.....	95,590	104,423	119,338	14,915

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1905.	1906.	1907.	Increase
Oct. 7.....	3,192	6,172	4,807	Dec. 2,365

DETROIT UNITED RAILWAY.

Week ending.	1905.	1906.	1907.	Increase
Sept. 7.....	111,733	162,129	169,386	7,257
" 14.....	122,479	121,939	134,097	12,158
" 21.....	100,136	118,862	134,163	15,301
" 30.....	134,315	160,405	159,319	Dec. 1,086

HAVANA ELECTRIC RAILWAY CO.

Week ending.	1906.	1907.	Increase
Sept. 1.....	29,345	36,630	7,285
8.....	30,965	35,935	4,960
" 15.....	28,500	35,185	6,685
" 22.....	27,700	33,805	6,105