88 shares and it is 1 1-2 points lower with 89 1-2 bid. Detroit Railway closed with 64 1-2 bid, a loss of 1 1-2 points on transactions of 459 shares. Toledo Railway closed unchanged with 24 1-2 bid and 130 shares were dealt in. Illinois Preferred figured to the extent of 18 shares in broken lots and closed 1 point down with 83 bid. There were no sales in the Havana stocks and in Halifax tram there was one sale of 7 shares at 97.

R. & O. figured in the trading for 64 shares and closed 1 1-2 points lower with 63 bid. Mackay Common declined 2 1-2 points, closing with 65 1-2 bid on sales of 60 shares. There were no transactions in the Preferred which closed unchanged with 66 bid. Montreal Power was the second stock in the volume of trading. On sales of 1685 shares it closed 1 7-8 points lower with 91 bid.

Dominion Iron Common sold up to 22 but reacted and closed unchanged with 20 bid and 1303 shares came out. Dominion Iron Preferred is 1 point lower with 47 bid, but only 85 shares were dealt in. The Bonds closed at a decline of 2 points with 72 bid. The only sale was $1000 at 74. Dominion Coal Common shows a further loss of 1 point, closing with 53 bid. The only sale was 5 shares at 55. There were no transactions in the Preferred, but $5,000 of the Bonds sold at 97. Scotia Common is 1 point lower with 66 bid and 155 shares were traded in. There were no sales in the Preferred nor in the Bonds.

Lake of the Woods Common sales totalled 38 shares and the last sales were at 70. At this price the stock returns over 8 1-2 per cent. The Preferred figured to the extent of 116 shares which sold at 106. There were no transactions in the Bonds. Dominion Textile Preferred closed unchanged with 84 bid and 20 shares were traded in, 10 at 83 and 10 at 83 1-2, while 100 shares of the Common sold at 45. The closing bid for the Bonds was 87 for each of the four series.

The rate for call loans in Montreal continued to rule at per cent., while in London the rate was 2 1-2 per cent.

	Per cent.
Call money in Montreal	6
Call money in New York	2 3-4
Call money in London	2 1-2
Bank of England rate	4
Consols	82 7-16
Demand Sterling	9 1-2
60 days' sight Sterling	8 3-4

The quotations for money at Continental points were as follows:

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

Wednesday, P. M., 7th August, 1907.

CLEARINGS FOR THE WEEK.

Montreal Bank Clearings for the week ending August 8 were $29,773,076. For the corresponding weeks of 1906 and 1905 they were $28,593,037 and $23,477,113 respectively.

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
June 30.....	$17,218,208	$18,910,233	$21,039,376	$2,129,143
Week ending.	**1905.**	**1906.**	**1907.**	**Increase.**
July 7	735,928	793,055	857,743	64,688
14	738,628	845,539	912,285	66,746
21	720,266	814,787	902,565	87,778
31	1,034,391	1,152,853	1,328,645	175,792

Canadian Pacific Railway.

Year to date..	1905.	1906.	1907.	Increase
June 30......	$23,124,000	$30,070,000	$34,427,000	$4,357,000
Week ending.	**1905.**	**1906.**	**1907.**	**Increase.**
July 7......	1,003,000	1,319,000	1,542,000	223,000
14......	1,024,000	1,326,000	1,551,000	225,000
21......	1,015,000	1,306,000	1,525,000	219,000
31......	1,506,000	1,931,000	2,282,000	351,000

Canadian Northern Railway.

Year to date.	1906.	1907.	Increase
June 30......	$5,563,100	$7,493,100	$1,930,000

Week ending.	1905.	1906.	1907.	Increase.
July 7......	83,700	138,200	207,800	69,600
14......	91,800	135,700	216,600	80,900
21......	92,900	141,400	218,200	76,800
31......	126,700	188,500	296,900	108,400

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
June 30........	$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
June 30......	$1,247,586	$1,414,919	$1,576,277	$161,358
Week ending.	**1905.**	**1906.**	**1907.**	**Increase**
July 7.......	55,336	63,069	69,756	6,687
14........	54,527	60,338	67,857	7,519
21........	55,978	61,455	67,006	5,551
31........	73,054	81,030	95,973	14,943

Twin City Rapid Transit Company.

Year to date.	1905.	1906.	1907.	Increase
June 30	$2,158,665	$2,535,666	$2,828,288	$292,622
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

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

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

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	2,768