

1 1-4 per cent. and closed with 67 X D bid, equivalent to an advance of 2 3-8 points and 340 shares changed hands. Toledo sales totalled 130 shares and the closing bid was 25. Illinois Traction Preferred was dealt in to the extent of 147 shares nearly all in small broken lots for investment. The closing bid was 82 1-2, a decline of 1-2 point on quotation. Halifax Tram closed unchanged with 97 bid and the only sale was 5 shares at 99.

R & O closed with 65 bid but only 4 shares changed hands. Mackay Common sold up to 70 but reacted to 68 1-2 and closed with 68 5-8 bid, a net advance of 2 3-8 points on sales of 485 shares. The Preferred closed with 66 bid, an advance of 1-4 point. Only 55 shares came out. Montreal Power was the most active stock and 2,428 shares were involved in the trading. The highest touched was 93 1-2 and the closing bid was 93 1-4, a net gain of 3 full points.

Dominion Iron Common was inactive, only 92 shares being dealt in. The closing bid of 21 3-4 shows an advance of 1 3-8 points. The Preferred closed unchanged with 48 bid on sales of 65 shares. In the Bonds \$7,000 changed hands at 74, and the closing bid of 73 1-2 shows a gain of 1 5-8 points on quotation.

Dominion Coal Common sales involved 155 shares, and the closing bid was 55, a further loss of 2 points. The Preferred closed with 108 3-4 bid and 25 shares changed hands at 109 while \$3,000 of the Bonds sold at 97. Nova Scotia Steel Common closed with 67 bid and 150 shares were involved in the trading. In the Preferred 111 shares changed hands and \$6,000 of the Bonds.

Lake of the Woods Common was only traded in for 10 shares which sold at 72 1-2. This stock seems particularly attractive at the prevailing level. There were no sales in the Preferred but \$1,000 of the Bonds sold at 100.

Dominion Textile Preferred was traded in for 35 shares and closed with 86 bid. The closing quotations for the Bonds were as follows: Series A & C 87 bid, Series B 88 bid, Series D no quotation. Montreal Cotton closed offered at 126 with 123 bid and Canadian Colored Cotton offered at 55 with 51 bid.

There appears to be little change in the local money market and the Bank rate for call loans is still 6 per cent. In New York to-day the ruling rate was 3 per cent. while in London the rate was 2 per cent. The Bank of England rate is unchanged.

	Per cent.
Call money in Montreal	6
Call money in New York	3
Call money in London	2
Bank of England rate	4
Consols	84 5-16
Demand Sterling	9 1-2
60 days' sight Sterling	8 3-4

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

	Market.	Bank.
Paris	3 3-16	3 1-2
Berlin	4 1-2	5 1-2
Amsterdam	4 3-4	5
Brussels	4 3-8	5
Vienna	4 5-8	5

Wednesday, P. M., 17th July, 1907.

#### CLEARINGS FOR THE WEEK.

MONTREAL BANK CLEARINGS for the week ending July 18th were \$33,131,467. For the corresponding weeks of 1906 and 1905 they were \$29,999,092 and \$23,644,502 respectively.

TORONTO CLEARINGS for the week ending July 18th were \$24,865,589.

#### 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

CANADIAN PACIFIC RAILWAY.				
Year to date..	1905.	1906.	1907.	Increase
June 30.....	\$23,124,000	\$30,070,000	\$31,427,000	\$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	1,531,000	225,000

CANADIAN NORTHERN RAILWAY.				
Year to date.	1905.	1906.	1907.	Increase.
June 30.....	\$3,871,800	\$5,563,100.		\$1,691,300
Week ending.	1905.	1906.	1907.	Increase.
July 7.....	83,700	138,200	207,800	69,600
14.....		135,700	216,600	80,900

DULUTH, SOUTH SHORE & ATLANTIC.				
Week ending.	1905.	1906.	1907.	Increase
June 7.....	53,392	62,164	69,516	7,352
14.....	54,924	63,944	74,386	10,442
21.....	59,212	63,917	68,404	4,487
30.....	77,730	75,039	79,529	21,490

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

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	69,776	6,687

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
June 7.....	90,102	110,376	122,138	11,762
14.....	90,391	111,377	114,407	3,030
21.....	91,130	112,373	125,335	12,962
30.....	116,963	147,494	166,290	18,796

HALIFAX ELECTRIC TRAMWAY CO., LTD.				
Railway Receipts.				
Week ending.	1905.	1906.	1907.	Increase
July 7.....	3,692	4,076	3,867	Dec. 189

DETROIT UNITED RAILWAY				
Week ending.	1905.	1906.	1907.	Increase
June 7.....	86,669	116,951	116,784	Dec. 67 7
14.....	99,528	118,817	127,696	8,879
21.....	107,821	121,822	139,919	18,097
30.....	131,594	164,075	183,315	19,240

HAVANA ELECTRIC RAILWAY CO.				
Week ending.	1906.	1907.	Increase	
July 7.....	31,260	35,086	3,826	
14.....	30,084	32,118	2,034	

## Yorkshire Insurance Company of York, England

ESTABLISHED 1824

The Directors have decided to insure properties of every description in Canada at Tariff Rates, in accordance with the needs of the country, and are now prepared to receive

Applications for Agencies from Leading Agents in all parts of the Dominion.

The LIMITS are as large as those of the best British Companies. The FUNDS of the Company will be invested in Canada by LOANS on Real Estate.

No loss was suffered by the "Yorkshire" through the serious fires in San Francisco and the Pacific Coast.

Address P. M. WICKHAM, Manager, Montreal.