C. P. R. figured in the trading to the extent of 175 shares, and closed with 160 1-2 bid, a decline of 2 1-2 points for the week. The earnings for the last nine days of September show an increase of $17,000. There were no transactions in Soo Common, and the stock closed with 92 3-4 bid. Montreal Street was again heavy and shows a decline of 3 points, closing with 184 1-4 bid on a total business of 539 shares. Toronto Railway sales involved 528 shares, and the closing bid of 98 shows a decline of 1-4 point. Twin City is down 1 5-8 points, closing with 91 7-8 bid, and 163 shares changed hands. Detroit Railway closed with 62 5-8 bid, a loss of 1-2 point on sales of 156 shares. Toledo Railway was traded in to the extent of 155 shares, and closed at a decline of 1 point with 18 3-4 bid. Illinois Traction Preferred involved 90 shares in broken lots, and the closing bid of 82 3-4 shows a gain of 1-2 point. There were no transactions in Halifax Tram, and the stock closed with 94 bid, as compared with 93.

R. & O. was only traded in for 13 shares, and the closing bid of 61 shows a loss of 1-4 point. Mackay Common is down 1 5-8 points, closing with 59 1-2 bid, and 195 shares figured in the trading. The Preferred sales brought out 279 shares, and the closing bid of 60 shows a loss of 1 1-8 points. Montreal Power closed with 91 1-2 bid as compared with 92, on transactions involving 403 shares.

Dominion Iron Common was again the most active security but even at this only 2013 shares were traded in. The closing bid of 18 1-4 is down 1 3-4 points. There were no transactions in the Preferred stock, which closed wth 54 bd, as compared with 55 3-4. In the Bonds $8,000 changed hands, and the closing bid of 74 1-4 shows an improvement of 1-4 point. Dominion Coal Common closed at a loss of 1 1-2 points with 45 1-2 bid, but only 25 shares changed hands. In the Preferred stock 50 shares sold at 95. There were no transactions in the bonds. Nova Scotia Steel Common was not traded in and closed with 64 bid. There were no sales in the Preferred stock, but $500 of the bonds sold at 108 1-2.

Lake of the Woods Common transactions totalled 260 shares, and the closing bid of 72 7-8 shows a gain of 5-8 of a point. The Preferred stock closed with 104 bid, and 25 shares changed hands at 105 1-2. There were no transactions in the bonds. Dominion Textile Preferred was not traded in, and closed offered at 86 with 84 bid. 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. and D. 85 bid, Series C. 82 bid.

Call money in Montreal continues to rule at 6 per cent with supplies limited. In New York the ruling rate today was 5 3-4 per cent., while in London the rate was 3 per cent. The Bank of England rate remains unchanged at 4 1-2 per cent.

| | Per cent. |
|---|---|
| Call money in Montreal | 6 |
| Call money in New York | 5 3-4 |
| Call money in London | 3 |
| Bank of England rate | 4 1-2 |
| Consols | 82 15-16 |
| Demand Sterling | 9 3-8 |

The quotations for money at Continental points were as follows:

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

Wednesday, p.m., October 9, 1907.



## 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 |

### Canadian Pacific Railway.

| Year to date.. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Aug. 31 ...... | $32,390,000 | $42,409,000 | $48,227,000 | $6,178,000 |
| Week ending. | 1905. | 1906. | 1907. | Increase. |
| Sept. 7 ..... | 1,056,000 | 1,357,000 | 1,441,000 | 84,000 |
| " 14....... | 1,045,000 | 1,371,000 | 1,463,000 | 92,000 |
| " 21...... | 1,109,000 | 1,369,000 | 1,426,000 | 57,000 |
| " 30...... | 1,606,000 | 2,004,000 | 2,021,000 | 17,000 |

### 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. |
| Sep. 7...... | 73,400 | 144,200 | 188,700 | 44,500 |
| " 14....... | 78,200 | 148,100 | 187,900 | 39,800 |
| " 21....... | 88,700 | 151,200 | 175,500 | 24,300 |
| " 30...... | 138,200 | 180,900 | 206,200 | 25,300 |

### Duluth, South Shore & Atlantic.

| Week ending. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Sep. 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 |

### Montreal Street Railway.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Aug. 31...... | $1,527,762 | $1,746,900 | $1,975,047 | $228,147 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Sept. 7......... | 56,247 | 63,359 | 73,248 | 9,889 |
| " 14......... | 59,288 | 67,217 | 74,918 | 7,701 |
| " 21......... | 55,902 | 66,280 | 74,354 | 8,074 |
| " 30......... | 73,148 | 80,336 | 87,044 | 6,708 |

### Toronto Street Railway.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Aug. 31......... | $1,738,156 | $1,966,617 | $2,196,666 | $230,049 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Sept. 7....... | 91,438 | 99,542 | 107,262 | 7,720 |
| " 14....... | 66,100 | 64,448 | 72,547 | 8,099 |
| " 21....... | 54,252 | 66,815 | 70,973 | 4,158 |
| " 30....... | 70,782 | 74,309 | 80,714 | 6,405 |

### Twin City Rapid Transit Company.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Aug. 31........ | $3,011,135 | $3,659,161 | $3,953,449 | $294,288 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Sep. 7....... | 125,937 | 167,074 | 170,300 | 3,226 |
| " 14....... | 112,572 | 119,359 | 121,584 | 2,225 |
| " 21....... | 94,160 | 105,348 | 119,251 | 13,903 |
| " 30....... | 119,615 | 139,767 | 147,707 | 7,940 |

### Halifax Electric Tramway Co., Ltd.

Railway Receipts.

| Week ending. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Sep. 7........ | 3,742 | 3,167 | 4,012 | 845 |
| " 14........ | 5,533 | 3,293 | 3,746 | 453 |
| " 21........ | 3,950 | 3,633 | 3,493 | Dec. 140 |
| " 30..... | 5,529 | 9,792 | 6,734 | " 3,058 |

### 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 |

### Havana Electric Railway Co.

| Week ending. | 1906. | 1907. | Increase |
|---|---|---|---|
| Sept. 1........ | 29,345 | 36,630 | 7,285 |
| 8........ | 30,955 | 35,935 | 4,980 |
| " 15........ | 28,500 | 35,185 | 6,685 |
| " 22........ | 27,700 | 33,805 | 6,105 |

Montreal Bank Clearings for the week ending October 10th were $31,149,724. For the corresponding weeks of 1906 & 1905 they were $31,150,762 and $31,031,868 respectively.

Toronto Clearings for the week ending October 10th were $24,574,565. For the corresponding week of last year they were $25,393,452.