165 bid on transactions involving 321 shares. Toronto Railway was traded in to the extent of 1,307 shares, and closed at a decline of 1 point with 85 1-2 bid. Twin City is one of the few stocks showing an advance, and it closed 1 1-2 points higher with 74 1-4 bid, and 642 shares figured in the trading. Detroit Railway was the most active stock, and 1,582 shares were dealt in. The closing bid of 32 1-2 shows a loss of 3-8 of a point for the week. Toledo Railway was not traded in, and closed with 12 bid, as compared with 12 1-4. Illinois Traction Preferred is 1 1-2 points lower, closing with 71 1-2 bid, and 135 shares came out. Halifax Tram transactions totalled 60 shares, and the stock closed with 88 bid, an advance of 1-2 point on quotation.

R. and O. is unchanged with 53 bid, but only a few broken lots for a total of 18 shares came out during the week. Mackay Common is two points lower with 46 1-2 bid on sales of 169 shares. The Preferred stock was traded in to the extent of 402 shares, and closed with 53 bid, a decline of 1-4 point. Montreal Power was dealt in to the extent of 1,101 shares, and closed at a decline of 1 7-8 points with 82 bid.

Dominion Iron Common shows a fractional advance on sales of 560 shares, and closed with 13 3-4 bid. The Preferred is up 3-4 of a point, closing with 38 3-4 bid, and 176 shares changed hands. The Bonds show an advance of 1 point closing with 69 bid, on sales of $7,000. Dominion Coal Common was traded in to the extent of 182 shares, and closed with 38 bid, a loss of 1 point for the week. In the Preferred stock 5 shares changed hands at 85 1-4 and $500 of the Bonds sold at 90. Nova Scotia Steel Common shows a decline of 1 point, closing with 58 bid, and 260 shares changed hands. The Preferred stock was dealt in to the extent of 40 shares which sold at 110. There were no transactions in the Bonds.

Lake of the Woods Common figured to the extent of an even 100 shares, and closed with 70 3-4 bid, while in the Preferred stock, 213 shares changed hands, the last sales being made at 103. There were no transactions in the Bonds. Dominion Textile Preferred was not dealt in, and closed offered at 81 with 80 1-2 bid. The Common closed offered at 46 with 43 bid. The closing quotations for the Bonds were as follows:—Series A. 81 7-8 bid, Series B, 83 bid, Series C, 80 bid, Series D, no quotation.

The local bank rate for call money continues to rule at 6 per cent. In New York the ruling rate to-day was 10 per cent., while the London quotation was 5 per cent.

| | Per Cent. |
|---|---|
| Call money in Montreal.. | 6 |
| Call money in New York.. | 10 |
| Call money in London.. | 5 |
| Bank of England rate.. | 7 |
| Consols.. | 82 1-16 |
| Demand Sterling.. | 9 3-8 |
| Sixty days' sight Sterling.. | 8 1-8 |

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

| | Market. | Bank |
|---|---|---|
| Paris.. | 4 | 4 |
| Berlin.. | 6 5-8 | 7 1-2 |
| Amsterdam.. | 4 7-8 | 5 |
| Brussels.. | 6 | 6 |
| Vienna.. | 5 1-4 | 6 |

Thursday P. M., November 14, 1907.

A further decline in Montreal Street was the feature in to-day's market, and the stock after selling down to 163 1-2, closed with 164 bid. Montreal Power closed unchanged from yesterday with 82 bid, and Dominion Iron Common closed with 13 5-8 bid, the last sales being made at 13 3-8. Toronto Railway touched 85 and closed with 85 1-2 bid. The liquidation was of moderate dimensions and on the whole was well accepted.

MONTREAL BANK CLEARINGS for the week ending Nov. 14, were $33,635,040. For the corresponding weeks of 1906 and 1905, they were $35,751,923 and $31,029,970 respectively.

TORONTO CLEARINGS for the week ending Nov. 14, were $25,376,373. For the corresponding week of 1906 they were $30,115,354.

**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. | Incre |
|---|---|---|---|---|
| Oct. 31...... | $29,722,417 | $34,124,441 | $37,401,616 | $3,277,175 |
| Week ending. | 1905. | 1906. | 1907. | Increase. |
| Nov. 7...... | 810,248 | 884,204 | 925,415 | 41,211 |

CANADIAN PACIFIC RAILWAY.

| Year to date.. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Oct. 31...... | $42,914,000 | $55,068,000 | $61,614,000 | $6,546,000 |
| Week ending. | 1905. | 1906. | 1907. | Increase. |
| Nov. 7..... | 1,302,000 | 1,496,000 | 1,573,000 | 77,000 |

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 |
| Nov. 7...... | 114,500 | 160,900 | 241,800 | 80,900 |

DULUTH, SOUTH SHORE & ATLANTIC.

| Week ending | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Oct. 7...... | 59,293 | 62,051 | 65,048 | 2,997 |
| " 14...... | 59,240 | 60,639 | 63,108 | 2,469 |
| " 21...... | 57,468 | 60,389 | 64,011 | 3,622 |
| " 31...... | 93,960 | 111,209 | 103,840 | Dec. 7,369 |

MONTREAL STREET RAILWAY.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Octt. 31...... | $2,272,750 | $2,299,996 | $2,593,020 | $293,024 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Nov. 7....... | 52,747 | 60,638 | 66,066 | 5,428 |

TORONTO STREET RAILWAY.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Oct. 30 ....... | $2,250,754 | $2,539,622 | $2,818,606 | $278,984 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Nov. 7....... | 51,351 | 56,971 | 65,302 | 8,331 |

TWIN CITY RAPID TRANSIT COMPANY.

| Year to date. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Oct. 31 ....... | $3,882,459 | $4,654,056 | $5,025,027 | $370,971 |
| Week ending. | 1905. | 1906. | 1907. | Increase |
| Oct. 7. ..... | 95,590 | 104,423 | 119,338 | 14,915 |
| " 14....... | 96,258 | 105,417 | 114,249 | 8,832 |
| " 21....... | 93,982 | 102,395 | 115,994 | 13,599 |
| " 31....... | 133,208 | 151,112 | 163,155 | 12,043 |

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

| Week ending. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Nov. 7....... | 2,606 | 2,694 | 2,754 | 60 |

DETROIT UNITED RAILWAY.

| Week ending. | 1905. | 1906. | 1907. | Increase |
|---|---|---|---|---|
| Oct. 7......... | 101,995 | 112,483 | 125,940 | 13,457 |
| " 14......... | 97,724 | 111,330 | 125,968 | 14,638 |
| " 21......... | 92,331 | 112,601 | 118,427 | 5,826 |
| " 31......... | 129,550 | 140,050 | 164,387 | 24,337 |

HAVANA ELECTRIC RAILWAY CO.

| Week ending. | 1906. | 1907. | Increase |
|---|---|---|---|
| Oct. 6......... | 31,690 | 36,300 | 4,611 |
| " 13......... | 30,875 | 34,166 | 3,290 |
| " 20.......... | 26,600 | 32,795 | 5,195 |