tent of 267 shares and closed at a decline of 1 1-2 points with 65 bid. The Preferred closed with 65 bid, a loss on quotation of 1 3-4 points on sales of 371 shares. Montreal Power, in sympathy with the rest of the market, was heavy and closed with 88 1-4 bid. It was the second stock in point of activity and 774 shares changed hands.

Dominion Iron Common was the most active stock in the market and 2,175 shares were traded in. It was firm in price and closed with 20 1-2 bid, a net gain of 1-2 point from last week's closing quotation. The Preferred figured in the trading to the extent of 215 shares and closed at an advance of 3 points, with 52 bid. The trading in the Bonds involved $3,000, and the closing bid of 78 1-2 shows a gain of 1-4 point.

Dominion Coal Common closed with 58 bid as compared with 59 a week ago and there were no transactions. In the Preferred 10 shares changed hands at 106, but there were no sales of the Bonds. Nova Scotia Steel Common sales involved 125 shares and the stock closed with 69 5-8 bid. In the Preferred 10 shares were dealt in at 117 1-2 and $5,000 of the Bonds changed hands.

Lake of the Woods Common was traded in to the extent of 150 shares. The last sales were made at 75 and the stock closed with 75 bid. There were no sales in the Preferred stock but $1,000 of the Bonds changed hands at 100. Dominion Textile Preferred sales involved 120 shares and the stock closed with 89 1-2 bid. Canadian Colored Cotton closed with 52 bid and Montreal Cotton offered at 125 with 120 bid. The closing quotations for Dominion Textile Bonds were as follows: Series A 87 bid; Series B 88 bid; Series C 87 bid; Series D no quotation.

Call money in Montreal remains unchanged. There is little new money coming out and the Bank rate continues at 6 per cent. The ruling rate in New York to-day was 2 1-2 per cent., while in London the rate was 3 per cent. The Bank of England rate is unchanged.

	Per cent.
Call money in Montreal	6
Call money in New York	2 1-2
Call money in London	3
Bank of England rate	4
Consols	83 7-8
Demand Sterling	9 5-8
60 days' sight Sterling	8 7-8

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

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

CLEARINGS FOR THE WEEK.

Montreal Bank Clearings for the week ending June 13th were $29,027,730. For the corresponding weeks of 1906 and 1905 they were $30,620,465 and $26,173,962 respectively.

Toronto Clearings for the week ending June 13th were $25,962,201. For the corresponding week of last year they were $24,085,389.

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 correspond'ng period for 1905 and 1906, were as follows:

Grand Trunk Railway.

Year to date,	1905.	1906.	1907.	Increase
May 31	$14,032,791	$15,350,733	$17,210,596	$1,859,863
Week ending.	1905.	1906.	1907.	Increase.
June 7	684,533	774,726	854,859	80,133

Canadian Pacific Railway.

Year to date..	1905.	1906.	1907.	Increase
May 31	$18,753,000	$24,650,000	$27,687,000	$3,037,000
Week ending.	1905.	1906.	1907.	Increase.
June 7	972,000	1,237,000	1,554,000	317,000

Canadian Northern Railway.

Year to date.	1905.	1906.		Increase.
June 30	$3,871,800	$5,563,100.		$1,691,300
Week ending.	1905.	1906.	1907.	Increase.
June 7	82,400	134,300	208,100	73,800

Duluth, South Shore & Atlantic.

Week ending.	1905.	1906.	1907.	Increase
May 7	52,969	58,665	67,710	9,045
14	57,796	57,232	68,187	10,955
21	59,657	62,875	68,021	5,146
31	82,189	86,443	118,940	32,497

Montreal Street Railway.

Year to date.	1905.	1906.	1907.	Increase
May 31	$1,025,863	$1,172,287	$1,334,795	$162,508
Week ending.	1905.	1906.	1907.	Increase
June 7	53,254	63,339	70,728	7,389

Toronto Street Railway.

Year to date.	1905.	1906.	1907.	Increase
May 31	$1,016,446	$1,160,041	$1,290,655	$130,614
Week ending.	1905.	1906.	1907.	Increase
June 7	50,884	59,106	62,882	3776

Twin City Rapid Transit Company.

Year to date.	1905.	1906.	1907.	Increase
Apl. 30	$1,381,894	$1,609,363	$1,805,867	$196,504
Week ending.	1905.	1906.	1907.	Increase
May 7	82,868	96,903	108,897	11,994
14	84,687	96,377	109,865	13,488
21	87,765	99,065	112,272	13,207
31	132,325	153,162	163,218	10,056

Halifax Electric Tramway Co., Ltd.

Railway Receipts.

Week ending.	1905.	1906.	1907.	Increase
May 7	2,372	2,741	2,946	205
14	2,368	2,681	2,757	73
21	2,366	2 703	2,926	223
31	3,604	4,127	4,411	284
June 7		3,202	3,446	244

Detroit United Railway.

Week ending.	1905.	1906.	1907.	Increase
May 7	90,099	102,690	114,273	11,583
14	91,050	103,197	116,920	13,723
21	92,378	110,914	119,344	8,430

Havana Electric Railway Co.

Week ending.	1906.	1907.	Increase
June 2	27,446	32,219	4,773
9	29,511	35,000	5,489

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 RealEstate.

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

Address P. M. WICKHAM, Manager, Montreal.