TRAFFIC RETURNS

Canadian Pacific Railway.

Year to date	1916	1917	1918	Increase
Apl. 30 ..	$37,722,000	$42,501,000	$45,161,000	$2,660,000

Week ending	1916	1917	1918	Increase
May 7 ..	$ 2,763,000	$ 3,065,000	....	....

Grand Trunk Railway.

Year to date	1916	1917	1918	Increase
Apl. 30 ..	$17,484,879	$18,417,842	$19,002,957	$585,115
Week ending	1916	1917	1918	Increase
May 7 ...	$ 1,030,768	$ 1,135,091	$ 1,434,727	$299,636

Canadian Northern Railway.

Year to date	1916	1917	1918	Increase
Apl. 30 ...	$ 9,607,300	$11,779,900	....	....
Week ending	1916	1917	1918	Increase
Apr. 7	$677,000	$736,200	....	....
14	668,900	881,600	932,600	51,000
21	634,300	765,600	929,500	163,900
30	844,100	932,100	1,182,400	250,300
May 7 ...	677,400	734,500	827,500	93,000

RISE IN NEW YORK DUE TO CONFIDENCE.

It would be folly to state dogmatically at this time that the bullish tendency in New York this week has been wholly due to inflation. Undoubtedly that is an item, for war without inflation would indeed be unusual. That the rise occurred so suddenly suggests that the very intangible but all-powerful factor in security prices, confidence, has been directly responsible. The Hun has been held at bay; the Liberty Loan was oversubscribed, and business is good. The strength may be the reaction from six months of drooping prices last year. And it may be simply augmented buying power, which in turn is connected with inflation. Obviously at this early date, with a bullish tendency hardly under way, the earmark of inflation is none too clearly impressed on the records. But the tendency of the New York stock market and the tendency of a stock market impelled by inflation is identical. For this reason the discussion of the adjournment of Congress on July 1 is a topic worth careful consideration, if the present market is an "inflation market." If the adjournment is ordered taxes will not be considered this session; if not there is an opening for such discussions. At the moment the outlook is propitious, for the belief is that taxes will not be considered until after the fall elections.—Boston Transcript.

HAMILTON DEBENTURES.

The $346,000 City of Hamilton, 6 p.c. debentures, maturities varying from 1st May, 1919 to 1928, were sold to Messrs. Osler & Hammond, Toronto, at 98.93. A peculiar incident in connection with the various tenders by several other firms, was the very slight difference in the figures of each tender including that of the successful one. The price may be considered a good one, when it is remembered that 6 p.c. Montreal bonds were recently disposed of to yield practically 6½ p.c. This, however, was not considered a fair price by many financial men.

IF THE LINE SHOULD BREAK.

In replying to a delegation of farmers, at Ottawa this week, in connection with the Governments intention to call to the colors, men of the ages of twenty, twenty-one and twenty-two years of age, who had previously been granted exemption from military service. The prime minister Sir Robert Borden, said:—

"Do you realize that on March 21st last a battle began beyond the seas, that that battle, intermittent from day to day, is still going on, that it may not end for months and that there are those among them, some of the highest authority, who believe that it will be decisive of the issues of the war? Do you realize something more; do you realize that if that line breaks, whether in the sector that the Canadians hold — and they will never go back from it if their flanks are held firm—if it breaks in the sector which the Canadians hold or in any other section, the production which you can effect in this province or in any other province of Canada may not be of much avail for the Allied cause? I know that of which I am speaking when I tell you that if the Channel ports should be reached through the breaking of that line it would be, to say the least, problematical whether any of that production could be made of service to the Allied nations overseas or to our men who are holding that line. I regard it as the supreme duty of the Government to see to it that these men, some of whom have been fighting for three years, are sustained by such reinforcements as will enable them to hold the line."

"How," Sir Robert asked, "would these men be met on their return, if decimated, thousands of them after passing through the hell of German prisons, if they were to be told that reinforcements were not sent because the country was too much absorbed in the value of more production? I am not minimizing more production. God knows we need all of it. But we need men to hold the line. You speak of solemn covenants and pledges. Do you imagine for one moment we have not a solemn covenant and a pledge to those men, some of whom have been in the trenches for three years? Have we no pledge and covenant with them?"

Sir Robert described conditions as he had seen them at the front in an effort to bring home to his hearers the horror of warfare as waged by the Germans. Over in France, he said, 364,000 Canadians were standing should to shoulder that their country might be saved from just such conditions. It was not, he said, in the heart of any members of the Government to deal arbitrarily with the farmers. He appreciated the splendid loyalty of the farmers.

Sir Robert asked the farmers present to cooperate with the Government and hold up its hands. The situation was a difficult one and every Canadian must try to do his duty. No matter what hardships we were called upon to suffer, they were nothing to what the men overseas were suffering.

EASTERN TRUST COMPANY.

Mr. H. C. Flood, for the past four years connected with the Eastern Trust Company, has been appointed manager at Montreal in succession to Major H. B. Stairs, where he is well known. The board of directors at Montreal has been strengthened by the addition of two prominent financial men, Mr. James Carruthers and Mr. Mark Workman.