Knight. And now thanking you for your patient hearing, I add no more. I have much pleasure in moving the adoption of the resolution: "That the thanks of the meeting be presented to the President and Directors for their attention to the interests of the Bank."

This was seconded by Mr. Henry Dobell, and was unanimously concurred in.

It was moved by Sir Robert Reid: "That the thanks of the meeting be given to the General Manager, the Assistant General Manager, the Inspector, the managers and other officers of the Bank for their services during the past year."

Hon. Robert Mackay seconded the motion, which was carried unanimously.

The General Manager returned thanks on behalf of the staff, after which Mr. B. A. Boas moved: "That the ballot now open for the election of directors be kept open until 2 o'clock, unless fifteen minutes elapse without a vote being cast, when it shall be closed, and until that time, and for that purpose only, this meeting be continued."

This was unanimously agreed to.

THE DIRECTORS.

The ballot resulted in the election of the following directors:—

R. B. ANGUS,
E. S. CLOUSTON,
HON. SIR GEORGE A. DRUMMOND, K.C.M.G.,
E. B. GREENSHIELDS,
HON. ROBERT MACKAY,
SIR WM. C. MACDONALD,
DAVID MORRICE,
A. T. PATERSON,
SIR ROBERT G. REID,
JAMES ROSS,
SIR THOMAS G. SHAUGHNESSY,
THE RIGHT HON. LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.

THE CROWN BANK OF CANADA has taken action in the Non-Jury Assize Court, Toronto, to recover $11,000 from the London Guarantee & Accident Assurance Company, Limited. The action has grown out of the case of the bank's absconding teller, Banwell, who was bonded by the company to the extent of $5,000. Another clerk, F. M. Maunsell, was guaranteed to the extent of $6,000, and the bank claims that, as the latter's carelessness made the theft possible, both bonds should be paid by the company. The Guarantee Company contest the claim on several grounds: (1) that the stealing was due to neglect and carelessness on the part of the bank's manager, (2) that Banwell had previously, to the knowledge of the bank, embezzled one hundred dollars, (3) that the bank recovered all of the $40,350 stolen except $1,751, and that the $6,680 expended in capturing Banwell was an extravagant expenditure. The company had paid into court $2,500 to cover the $1,751, loss and what they considered to be a reasonable sum for the absconder's apprehension.

THE YORKSHIRE FIRE INSURANCE COMPANY, has appointed Mr. Edmund N. Killer, inspector for Western Canada. Mr. Killer was formerly chief clerk of the Sovereign Fire, and previously connected with the Waterloo Mutual for ten years. He is a son of Mr. John Killer, the well-known inspector of the London Mutual.

MR. J. C. MCCAIG, manager of the Richmond & Drummond Fire Insurance Company, spent a few days in the city recently, visiting the Montreal branch.

THE STANDARD MUTUAL FIRE INSURANCE COMPANY is applying for an act to bring it under the Insurance Act of Canada.

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
" 14.......	793,366	888,206	910.509	22,303
" 21.......	791,904	876,486	934,184	57,698
" 30.......	1,050,566	1,111,832	1,164,440	52,603

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
" 14.	1,370,000	1,499,000	1,581,000	82 000
" 21......	1,334.000	1,378,000	1,603,000	225,000
" 30......	1,642,000	1,770,000	2,054,000	284,000

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
" 14......	133,600	190,100	232.600	42.500
" 21......	131,800	159,900	207,800	47.900
" 30......	186,900	230,800	275,200	44,400

DULUTH, SOUTH SHORE & ATLANTIC

Week ending	1905.	1906.	1907.	Increase
Nov. 7......	60,012	63,176	61,247	Dec. 1,929
" 14......	63,028	57,338	60,289	2,951
" 21......	61.674	66,449	61,940	Dec. 4,509

MONTREAL STREET RAILWAY.

Year to date.	1905.	1906.	1907.	Increase
Oct. 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
" 14.	52,884	58.961	69,134	10,173
" 21.......	54.640	60 617	68,617	8,000
" 30.......	68,330	77,133	88,270	11,137

TORONTO STREET RAILWAY.

Year to date.	1905.	1906.	1907.	Increase
Oct. 31	$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
" 14.......	53,426	56,789	63,852	7,063
" 21.......	52,035	57,449	64,560	7,111
" 30.......	66,992	76,115	85,521	9,406

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
Nov. 7.......	97.416	107.237	116,553	9,316
" 14.......	97.231	101,793	111,970	10,177
" 21.......	95,717	108,579	116,449	7,870

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1905.	1906.	1907.	Increase
Nov. 7.......	2 606	2,694	2,754	60
" 14.......	2.536	2 733	2,677	Dec. 56
" 21.	2,761	2,933	2,665	" 268
" 30.......	3,452			

DETROIT UNITED RAILWAY.

Week ending.	1905.	1906.	1907.	Increase
Nov. 7......	89.393	100,623	115 742	15,119
" 14......	90,646	103,503	115,081	11,578
" 21......	91,816	104,273	113,034	8,761

HAVANA ELECTRIC RAILWAY CO.

Week ending.	1906.	1907.	Increase
Oct. 27......	29,463	33,229	3,766
Nov. 3......	31,175	36,000	4 825
" 10	30.345	35,345	5,000
" 17......	30,610	34,610	4,000