

**FOUR TIMES EACH YEAR**

Three and one-half per cent per annum  
One dollar opens an account. Depositors are afforded every facility and the unexcelled security of

**CANADA PERMANENT MORTGAGE CORPORATION**  
TORONTO, CANADA**SECURITIES IRREGULAR BUT FIRM AT THE CLOSE**

Rumors of Interstate Commission Reports Assist Break at New York—Sovereign Bank Weak.

World Office.  
Wednesday Evening, May 15.  
The Toronto market showed no disposition to cut loose from the rut into which it had degenerated in today's business, notwithstanding the publication of the report of the Interstate Commission. The only one to give any evidence of vitality, no one seemed to know why. Stocks above all others should be selected to be advanced in price, but it was certain that the buying of stock was really done by the market. Next to the market was not from local investors. It was assumed that the orders came from Montreal where the stock was located. Next to the market was not from local investors. It was assumed that the orders came from Montreal where the stock was located. Next to the market was not from local investors. It was assumed that the orders came from Montreal where the stock was located.

London settlement concludes today.  
Wholesale markets in London begin on Friday night, stock exchange re-opening on Tuesday morning.

State treasury will ask banks to pay higher interest than 2 per cent on state deposits.

Heavy snow and rain in Nebraska and Kansas expected to benefit winter wheat.

No truth in rumor of resignation of President Corey from U.S. Steel.

Good demand for stocks in the loan crowd in spite of appearance of heavy stock covering. Total issue of new securities \$20,000,000.

U.S. Rubber expects to break all records this year.

Canadian Pacific officials say no new stock issue is contemplated this year.

The American Sugar Refining Company today advanced its list price for refined sugar ten points.

LONDON—Bullion amounting to £131,000 was taken into the Bank of England on balance today.

The board of managers of the Delaware and Hudson today authorized an \$10,000,000 equipment trust notes to be issued when and as required by the needs of the company.

Joseph says: It will be well to get long of such Union Pacific, Southern Pacific, B. & O., or Reading, then if a further reaction of a point or so does come, you will be in position to average 25 per cent on the hand, prices should go up, you will not be left entirely in the cold. There is a steady accumulation of the stocks mentioned above. There is no possible doubt that N.Y.C. and Pennsylvania are going into strong boxes. Speculators in the stock market, take on some Canadian Pacific, just for a turn.

This is the final day for the deposit of the stock of Chicago Union Traction Co. with the Central Trust Co. It is expected that the deposit of stock, particularly the preferred, have been large. It is expected that the deposit of stock, particularly the preferred, have been large. It is expected that the deposit of stock, particularly the preferred, have been large.

Conservative purchases of high grade stocks on these reactions, with the protection of a modern stop-order, seem to us to be the best policy, if the daily operator will be content with small profits. This is a liquidated stock market as a whole, as near as we can judge. A.C.P. is well bought, with support still appearing towards 98, and checking above 97. Union Pacific is reported to have met some stock towards 146, and part of the line will be reduced to the market price 106 for the present. Smelling reactionary tendencies were unobtrusive, but the tip is in it on a scale. Stock support around 120.

Can. Pacific is sold by professionals on crop talk and new issue rumors—Financial News.

NEW YORK, May 15.—Washington dispatch to Evening Telegram says the Interstate Commerce Commission report on its long and sensational investigation of the Harmon Railroad combination has been completed. The document of 24 printed pages is far the most sensational ever put out by the commission. It finds that rail road competition has been absolutely ended in an area equal to one-third of the United States, where Harmon is absolute master, that Harmon's contracts with the Rock Island, the Southern Pacific, Santa Fe, the Illinois Central and the San Pedro Road are in violation of the Anti-Trust Act, and recommends that the attorney-general proceed against them. That the purchase of the shares of one railroad by another is a bad practice that ought to be stopped by law, and that there should be new and effective laws to prevent violation of securities like that in the Alton reorganization, which has been an effective language, that the profits of the great railroads of the far west are being

Interest is credited to the accounts of depositors with this Corporation and compounded four times a year as

Paid-up Capital \$6,000,000.00  
Reserve Fund \$2,400,000.00  
Investments \$20,208,875.51

**Toronto Railway Earnings.**

Week ending	1907.	1906.	Increase.
Sunday	\$4,083.74	\$4,734.41	\$650.67
Monday	8,067.48	8,231.21	163.73
Tuesday	8,536.25	8,120.50	415.75
Wednesday	8,890.86	7,825.12	1,065.74
Thursday	8,815.07	8,091.51	723.56
Friday	8,617.48	7,713.66	903.82
Saturday	10,931.08	9,980.91	950.17
Totals	\$50,836.64	\$43,205.27	\$7,631.37

**On Wall Street.**

Charles Head & Co. to R. R. Bondard.  
After a very dull and uninteresting morning, during which the fluctuations as a rule did not exceed small fractions, the stock market was suddenly awakened into life by the publication of a press dispatch, containing what purported to be extracts from the Interstate Commerce Commission's completed report on the investigation of the Harmon railroad combination and which recommended that the attorney-general proceed against the system under the anti-trust act, and also made other drastic recommendations. The news was immediately followed by an aggressive selling movement in Union Pacific, under which the price broke over four points and the whole market declined in sympathy. Later when it was stated that the published extracts had been taken from the report of the commission's attorney to the commission and that the latter had not accepted the recommendations contained therein, the market recovered somewhat, but the price of Union Pacific was still well below its former level. The market was then quiet, but the price of Union Pacific was still well below its former level. The market was then quiet, but the price of Union Pacific was still well below its former level.

**Montreal Stocks.**

Stock	Price
Canadian Pacific	100
Montreal Railway	100
Union Pacific	100
Rock Island	100
Southern Pacific	100
Santa Fe	100
Illinois Central	100
San Pedro Road	100
Rock Island	100
Southern Pacific	100
Santa Fe	100
Illinois Central	100
San Pedro Road	100

**Price of Silver.**

Item	Price
Bar silver in London	50.50
Bar silver in New York	50.50
Mexican dollar, 50c.	50.50

**Money Markets.**

Item	Price
Bank of England discount rate	4 per cent
U.S. Treasury note	2 1/2 per cent
U.S. Government bond	3 per cent

**Foreign Exchange.**

Item	Price
A. J. Glazebrook, James Building (Tel. Main 1722)	100
London to-day reports exchange rates as follows:	100

**Between Banks.**

Item	Price
N.Y. Funds	100
U.S. Funds	100
London Funds	100

**Between Dealers.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Banks.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Dealers.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Banks.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Dealers.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Banks.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**Between Dealers.**

Item	Price
U.S. Funds	100
London Funds	100
Paris Funds	100

**THE DOMINION BANK**

PAYS SPECIAL  
ATTENTION TO  
SAVINGS ACCOUNTS  
INTEREST PAID FOUR  
TIMES A YEAR.

People's Gas 01 1/2 01 1/2 91 01 1/2  
Pennsylvania 123 1/2 123 1/2 123 1/2  
Reading 123 1/2 123 1/2 123 1/2  
Rock Island 21 1/2 21 1/2 21 1/2  
Southern Pacific 21 1/2 21 1/2 21 1/2  
Santa Fe 21 1/2 21 1/2 21 1/2  
Union Pacific 21 1/2 21 1/2 21 1/2  
Western Union 21 1/2 21 1/2 21 1/2

**HUGE WHITE STAR LINER**  
IS A FLOATING PALACE

Latest Addition to Fleet is Several  
Blocks Long, Fitted With Turkish  
Baths and Elevators.

Every little while the traveling public picks up its ears to hear the White Star Line has added another stupendous ocean leviathan to her fleet, with "trimmings" of delicate interest.

This time the Adriatic, a colossal vessel, 725 feet long—overreaching linear measurement—several skyscrapers placed one on top of another, and studded up with carefully planned luxuries, has set the pace for this and all other lines.

In the first-class dining room individual tables replace the usual long fore and aft tables. An orchestra will play during dinner, and a complete system of Turkish and electric baths are provided.

The Adriatic 725 feet 9 inches long, 75 feet 6 inches beam, and about 50 feet deep; gross tonnage nearly 25,000, and displacement over 40,000 tons. The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

**THE DOMINION BANK**

PAYS SPECIAL  
ATTENTION TO  
SAVINGS ACCOUNTS  
INTEREST PAID FOUR  
TIMES A YEAR.

People's Gas 01 1/2 01 1/2 91 01 1/2  
Pennsylvania 123 1/2 123 1/2 123 1/2  
Reading 123 1/2 123 1/2 123 1/2  
Rock Island 21 1/2 21 1/2 21 1/2  
Southern Pacific 21 1/2 21 1/2 21 1/2  
Santa Fe 21 1/2 21 1/2 21 1/2  
Union Pacific 21 1/2 21 1/2 21 1/2  
Western Union 21 1/2 21 1/2 21 1/2

**HUGE WHITE STAR LINER**  
IS A FLOATING PALACE

Latest Addition to Fleet is Several  
Blocks Long, Fitted With Turkish  
Baths and Elevators.

Every little while the traveling public picks up its ears to hear the White Star Line has added another stupendous ocean leviathan to her fleet, with "trimmings" of delicate interest.

This time the Adriatic, a colossal vessel, 725 feet long—overreaching linear measurement—several skyscrapers placed one on top of another, and studded up with carefully planned luxuries, has set the pace for this and all other lines.

In the first-class dining room individual tables replace the usual long fore and aft tables. An orchestra will play during dinner, and a complete system of Turkish and electric baths are provided.

The Adriatic 725 feet 9 inches long, 75 feet 6 inches beam, and about 50 feet deep; gross tonnage nearly 25,000, and displacement over 40,000 tons. The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000, and the vessel is estimated at nearly 2,500,000. The cables are 3 3/8 inches in diameter and weigh about 90 tons; the anchors weigh about eight tons each.

The vessel is divided into 12 water-tight compartments. The total number of steel plates used in the construction of the hull is close on 20,000