The percentage of operating expenses and total earnings is 65. Notwithstanding the serious interuption to traffic during the summer months by the almost complete reconstruction of the roadbed, the net earnings show a satisfactory result of the year's operations.

At the annual general meeting of the shareholders of the Central Ontario Railway, to be held on May 15th, the directors will apply for authority to issue bonds to the amount of $1,200,000 or such other sum as may be authorized, to retire the outstanding bond issue, and for other purposes of the railway. Sanction will be asked also to an increase of the capital stock of the railway to $3,340,000, and to the issue of paid up capital stock to the holders of overdue interest coupons, such stock to be issued at par for the face value of such coupons.

The financial statement presented at the annual meeting of the shareholders of the Sao Paulo Tramway, Light and Power Company, Limited, held in Toronto, showed gross earnings as $2,018,703 and net earnings $1,368,162. The net income, after deducting all expenses, fixed charges and taxes, amounted to $1,008,280, compared with $962,627 in 1905; an increase of $45,653, or 5 per cent. over the previous year. In 1905 the company earned nearly 13 per cent. on the capital stock outstanding, while for the year under review the earnings represented 13.40 per cent. on the capital. Deducting a dividend of 8 per cent. on the stock amounting to $599,970 there is a surplus of $408,310. Of this amount $60,000 has been transferred to contingent account, and the balance $348,810 carried to the credit of profit and loss. At the end of 1905 the balance of profit and loss stood at $1,104,205, the present appropriation bringing that account up to $1,452,515. There was a charge of $40,591, being interest on certain bonds that had been withheld pending the termination of litigation affecting them. There was transferred also from this account $1,000,000 to reserve, leaving a balance at the credit of profit and loss of $411,924. At a special meeting of shareholders a by-law was ratified authorizing the increase of the capital stock of the company from $7,500,000 to $8,500,000.

WESTERN BANK OF CANADA.

Again this bank shows good earnings. They were last year $83,941, and the whole of them after deducting seven per cent. dividend, have been carried to profit and loss account. Probably the directors thought there was no need at present for increasing the reserve beyond the $300,000 to which it was raised last year. Evidence of activity in the bank's business is shown in the increased circulation. The deposits show an increase of $406,000. The opening of several subsidiary offices during the year is referred to in the annual report, the cost being provided for out of the year's profits.

The Western Bank has reached its quarter century. It was in 1872 that it was opened, and this justifies a few words of recognition of the men who founded it. Their names in the list of directors appearing in another column. It is a remarkable fact that with the exception of Mr. McLaughlin, added to the board when its number was increased last week, the directors have been continuously in office for 25 years. The manager, Mr. McMillan, has been in office the same length of time. To have built up a country bank with assets of $6,000,000, and to have given it the standing which the Western Bank enjoys, is an achievement which merits hearty approval.

STOCK EXCHANGE THIS WEEK.

Monetary Times' Office,
April 19th.

Money continues very tight and the demand is greater than the banks can supply. Many big houses desire to extend their business, but the banks are chary in loaning large amounts. When navigation opens, and grain accumulations can be removed, much money will be put into circulation. But the banks will have immediate need of it and little will be available for the stock market. The recovery in prices on the Canadian stock markets has been, since the slump, slow but sure. No special features have marked this week's business.

Saturday, April 13th.—Trading was dull on the Toronto Exchange, with prices generally easier. Bell Telephone rights dropped to 51½. Mackay common declined a point at 68½. Very little business was transacted at Montreal.

Monday.—The Toronto market was dull, with a little irregularity in prices. Twin City was weak with sales at 95 to 94½, while Sao Paulo was firm, with sales at 126 to 126½. Mackay was firm, with sales of the common at 68¾, and of the preferred at 68½ to 69½. A dull tone was evident at Montreal, but prices held well in spite of the weakness of the Wall Street market.

Tuesday.—Business was quiet at Toronto. General Electric was in good demand, selling at 129¾ to 130, a net gain of 1 point. Mackay common was strong with sales at 68¾ to 69⅜, and the preferred at 69½ and 69¼. Trading at Montreal was quiet, the whole day's transactions aggregated only 500 shares, 444 rights, and $17,550 of bonds. Price changes were unimportant.

Wednesday.—The tone of the Toronto Exchange was heavy, Twin City sold at 95½ to 96. Mackay common was weaker, selling at 69. General Electric was very strong with sales at 130¾ to 131⅛. Bank shares were quiet. The Montreal market showed no improvement. The most active issue was Montreal Power, selling at 91½, a loss of ¾ from yesterday's closing.

Thursday.—The Toronto market was dull, with no important price changes. Rio was the most active, with sales of 312 shares at 43 to 42½, closing at 42⅞. Sao Paulo sold at 125¾ and 125½, and Twin City at 95 to 95½. Banks were dull. A continued depressed tone was the feature at Montreal. The day's transactions amounted to only 644 shares and $7,000 of bonds. There were a few small fractional gains. Canadian Pacific was not traded in.

Friday.—Little trading was done either in Toronto or Montreal. Sovereign Bank sold at Toronto as low as 116 for an odd small lot. After the sale the issue stood at 119 asked, with no bid. Foster in New York was quoted at $1.50 bid and $1.75 asked.

CLEARING HOUSE RETURNS.

The following are the figures for the Canadian Clearing Houses for the weeks ending with April 19th, 1906; April 11th, and April 18th, 1907, with the percentage, increase or decrease over 1906:—

	April 19,'06.	April 11,'07.	April 18,'07.	Ch'ge.
Montreal	$26,625,346	$29,280,005	$27,931,862	+35.4
Toronto	17,315,052	24,818,801	24,511,591	+41.5
Winnipeg	7,245,302	10,681,170	10,158,689	+40.2
Halifax	1,260,169	1,702,685	1,599,424	+26.8
Hamilton	1,130,128	1,691,241	1,629,988	+44.2
St. John	874,138	1,409,764	1,156,032	+32.2
Vancouver	1,820,675	3,603,069	3,473,467	+90.7
Victoria	350,777	1,149,901	997,494	+184.3
Quebec	1,255,752	2,032,234	1,857,144	+47.8
Ottawa	2,155,850	3,178,182	3,063,277	+42.9
London	913,390	1,432,646	1,355,651	+48.4
Edmonton	....	1,017,272	....	.....
Calgary	....	1,535,817	1,297,877	.....
Total	$54,946,579	$83,532,187	$79,032,496	

Every clearing house records a gain over last year. Victoria leads the way with an increase of 184 per cent. The smallest gain is that of Halifax—26 per cent.

TRANSPORTATION NOTES.

The Fonthill extension of the Niagara, St. Catharines, and Toronto Railway was opened on Monday. Although the line is not yet fully completed three cars were run over it.

The London Street Railway will commence work shortly on additions to building, and equipment to power plant. The estimated cost of the work is $50,000. C. B. King is manager.

The new electric block system is to be installed by the Grand Trunk Railway on their line between Toronto and Niagara Falls. The plant for the 84 miles will cost in the neighborhod of $175,000.

Extensions are being made to the C.P.R. roundhouse at Lethbridge, the contract for which has been let to James McDiarmid, of Winnipeg. The contract price is $18,000. This extension will give the roundhouse a capacity of eight locomotives at one time.

It is understood that the Great Northern Railway has secured an entrance into Saskatchewan under the name of the Saskatchewan Central Railway Company. It is said that the new road is a continuation of the Hill road, westward from Manitoba.

The new C.P.R. steamer "Okanagan," was launched on April 11th. The boat is 222 feet long over all, and 36½ feet wide. Her engines are of 900 horse-power capacity. She will be used chiefly as a freight. Passenger accommodation being provided for thirty-six. It is said that the "Okanagan" will be the finest steamer on the lakes of British Columbia.

M. J. Butler, Deputy-Minister of Railways, has prepared an exhaustive report respecting the connection between Prince Edward Island and the mainland. Instead of a tunnel, he recommends the construction of a great causeway with two swinging bridges. It is said that this work is more feasible and less expensive than a tunnel. The cost is estimated at $1,000,000.