Stock Exchange Notes

Montreal, August 11, 1910.

Another week of improvement shows prices to-day at a considerably higher level, and almost without exception the movement has been upward. The highest of the advance has not been held, but such gains as 5 3-4 points in Montreal Street, 5 3-8 in "Soo" Common and 5 in Canadian Pacific show the tendency, while a number of stocks show gains of from 1 to 3 1-2 points. Even Detroit Railway is one point up, despite of the fiasco of the recent ill-fated campaign to tie up shares under an option agreement. The increase in the Canadian Pacific dividend was a pleasing and assuring factor. While the market has not been active, a good consistent buying demand is evident and the selling movement has almost ceased. Of course there is likely to be profit-taking by those who made purchases on the decline, but it seems likely that such selling will be well absorbed. Rumours of the long-dreamed-of amalgamation of the Montreal Street Railway Company with one or more of the Power Companies have again been current, but for the present it seems wiser to let any attempt at big mergers wait over. The Bank of England rate remains at three per cent.

	To-day.	A Year Ago.
Call money in Montreal	5½%	4 %
Call money in New York	1¾%	2 %
Call money in London	1¼%	¾%
Bank of England rate	3 %	2½%
Consols	81⅛	84⅛
Demand Sterling	9¼	9 9-16
Sixty days' sight Sterling	8 13 16	9⅛

The quotations at continental points were as follows:—

	Market.	Bank.
Paris	2	3
Berlin	3½	4
Amsterdam	4⅛	5
Vienna	3⅞	4
Brussels	2⅝	3½

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Aug. 4, 1910.	Closing bid. to-day.	Net change	
Canadian Pacific	1,145	184	189	+	5
"Soo" Common	3,069	123⅛	128½	+	5⅜
Detroit United	1,073	49	50	+	1
Duluth Superior	75	65¾	65¾	—	..
Halifax Tram	10	117¼	119	+	1¾
Illinois Preferred	444	89	89½	+	½
Montreal Street	830	231	236¾	+	5¾
Quebec Ry	3,423	39¾	40½	+	¾
Toronto Railway	284	114½	115	+	½
Twin City	175	105¾	107¾	+	2
Richelieu & Ontario	135	83	86	+	3
Amal. Asbestos	175	18¼	15½	—	2¾
Do. Pref	15	78	..	—	..
Black Lake Asbestos	..	..	..	—	..
" " Prefd	..	..	..	—	..
Can. Cement Com	188	18¼	18	—	¼
Do. Pfd	825	83	79½ XD	—	1½
Can. Con. Rubber Com	..	90	93	+	3
Can. Con. Rubber Pfd	..	105	107	+	2
Dom. Iron Preferred	325	101½	103¼	+	1¾
Dom. Iron Bonds	$9,000	93¾	93⅞	+	⅛
Dom. Steel Corpn	4,588	57⅜	59	+	1⅝
Lake of the Woods Com	222	130¼	130⅝	+	⅜
Mackay Common	65	82¼	85⅝	+	3⅜
Mackay Preferred	1	71	71½	+	½
Mexican Power	..	74½	75	+	½
Montreal Power	1,535	125¾ XD	129¼ XD	+	3½
Nova Scotia Steel Com	932	83½	84¾	+	1¼
Ogilvie Com	180	126	127	+	1
Rio Light and Power	180	87⅛	90½	+	3⅜
Shawinigan	155	96½	97	+	½
Can. Colored Cotton	..	..	..	—	..
Can. Convertors	..	34½	34½	—	..
Dom. Textile Com	80	63⅞	63¾	—	⅛
Dom. Textile Preferred	..	100½	100	—	½
Montreal Cotton	..	..	..	—	..
Penmans Common	..	55	54	—	1
Penmans Preferred	220	..	..	—	..
Crown Reserve	3,874	2.67¾	2.75	+	7¼

ON JULY 30, the number of branches of Canadian chartered banks was 2,380. Of these 2,330 are in 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 1908 and 1909 were as follows:—

GRAND TRUNK RAILWAY.

Year to date.	1908.	1909.	1910.	Increase
July 31	$20,914,656	$21,717,127	$24,356,133	$2,639,006
Week ending.	**1908.**	**1909.**	**1910.**	**Increase**
Aug. 7	794,562	832,475	726,508	Dec.105,967

CANADIAN PACIFIC RAILWAY.

Year to date.	1908.	1909.	1910.	Increase
July 31	$36,2[illegible]0,000	$41,922,000	$52,596,000	$10,674,000
Week ending.	**1908.**	**1909.**	**1910**	**Increase**
July 7	1,399,000	1,611,000	2,022,000	411,000
" 14	1,407,000	1,621,000	1,928,000	307,000
" 21	1,400,000	1,502,000	1,958,000	456,000
" 31	1,990,000	2,270,000	2,752,000	482,000
Aug. 7	1,470,000	1,627,000	2,065,000	438,000

CANADIAN NORTHERN RAILWAY.

Year to date.	1908.	1909.	1910.	Increase
July 31	$4,433,000	$4,877,300	$7,256,900	$2,379,600
Week ending.	**1908.**	**1909.**	**1910.**	**Increase**
Aug. 7	174,400	195,200	248,200	53,000

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1908.	1909.	1910.	Increase
July 7	52,491	66,250	63,162	Dec. 3,088
" 14	52,703	65,521	......	......
" 21	50,060	69,495	72,308	2,903

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1908.	1909.	1910.	Increase
July 31	$3,551,512	$3,851,169	$4,220,439	$369,270
Week ending.	**1908.**	**1909**	**1910.**	**Increase**
July 7	134,828	147,851	163,317	15,466
" 14	137,071	136,165	146,526	10,361
" 21	145,432	147,414	152,739	5,325
" 31	181,660	202,237	213,065	10,828

DETROIT UNITED RAILWAY.

Week ending.	1908	1909	1910	Increase
July 7	152,929	180,101	207,522	27,421
" 14	139,540	153,046	208,809	55,763
" 21	140,431	160,428	199,542	39,114

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1908.	1909.	1910.	Increase
Aug. 7	3,982	5,057	5,071	14

HAVANA ELECTRIC RAILWAY CO.

Week ending	1909.	1910.	Increase
Aug. 7	41,309	45,289	3,980

DULUTH-SUPERIOR TRACTION

Week ending	1909	1910	Increase
July 7	22,332	24,635	2,303
" 14	19,044	22,365	3,321
" 21	19,489	22,961	3,472
" 31	29,327	32,739	3,412

MONTREAL BANK CLEARINGS for the week ending Aug. 11th 1910, were $37,307,966. For the corresponding weeks of 1909 and 1908 they were $35,416,901 and $26,992,990 respectively.

TORONTO BANK CLEARINGS for the week ending Aug. 11th, 1910, were $27,138,411. For the corresponding weeks of 1909 and 1908 they were $25,329,262 and $21,224,860 respectively.

OTTAWA BANK CLEARINGS for the week ending Aug 11th, 1910, were $3,877,754. For the corresponding weeks of 1909 and 1908 they were $3,329,702 and $3,070,759 respectively.

A MAMMOTH COAL HANDLING PLANT is to be constructed at Fort William, Ont., for the Fort William Coal Dock Company. This company will become the coal-handling department of the Grand Trunk Pacific at the head of the lakes. The first unit of the plant will cost about $170,000 and its unloading capacity will be 4,000 tons in ten hours.