

Stock Exchange Notes

Thursday, 9th September, 1909.

Apart from the trading in Dominion Iron Common and Preferred and the flurry in Richelieu & Ontario and Rubber Common, the market as a whole was a dull affair and the prices had a downward tendency. Dominion Iron Common sold up to 48 on sales of over 6,000 shares, while the Preferred touched 135, but both closed at declines for the week. Richelieu & Ontario, which has been a dormant issue, showed life and advanced to 87 and over 2,400 shares changed hands. The heaviness in the New York market was felt here, but prices seem to be pretty well down now considering general market conditions, and on any further setback the standard stocks should be a good purchase. There was no change in the Bank of England rate.

Call money in Montreal	4 7/8%
Call money in New York	2 1/2%
Call money in London	3 1/8%
Bank of England rate	2 1/4%
Consols	83 3/4%
Demand Sterling	9 1/8%
Sixty days' sight Sterling	9 1/8%

The quotations at continental points were as follows:—

	Market.	Bank.
Paris	1 5-16	3
Berlin	2 1/2	3 1/2
Vienna	3 1/4	4
Amsterdam	1 1/2	2 1/2
Brussels	1 1/2	3

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Aug. 26th.	Closing to-day.	Net change
Canadian Pacific.....	485	182 1/2 XD	180 XD	- 2 1/2
"Soo" Common.....	..	144	140 1/2	- 3 1/2
Detroit United.....	1,185	69 1/2	68 1/2	- 1 1/2
Halifax Tram.....	82	116 1/2	116 1/2	+ 1/2
Illinois Preferred.....	161	94 1/2	94 1/2	+ 1/2
Montreal Street.....	254	213	214	+ 1
Quebec Railway.....	..	52 1/2 XD	52 XD	..
Toledo Railways.....	..	8 1/2	8 1/2	..
Toronto Railway.....	360	126 1/2	125	- 1 1/2
Twin City.....	25	109 1/2	..	..
Richelieu & Ontario.....	2,412	84 1/2	85	+ 1/2
Can. Con. Rubber Com.....	965	95	98	+ 3
Can. Con. Rubber Pfd.....	..	..	..	..
Dom. Coal Com.....	245	74	75	+ 1
Dom. Iron Common.....	6,059	47 1/2	46	- 1 1/2
Dom. Iron Preferred.....	1,082	134 1/2	133 1/2	- 1 1/2
Dom. Iron Bonds.....	\$4,000	..	95 1/2	..
Lake of the Woods Com.....	10	126	127 1/2	+ 1 1/2
Mackay Common.....	75	83	82 1/2	- 1/2
Mackay Preferred.....	35	74	74 1/2	+ 1/2
Mexican Power.....	..	71 1/2	69	- 2 1/2
Montreal Power.....	1,512	125	125	..
Nova Scotia Steel Com.....	645	70 1/2	70 1/2	+ 1/2
Ogilvie Com.....	110	..	128	..
Rio Light and Power.....	..	89 1/2	88	- 1 1/2
Shawingam	190	95	95 1/2	+ 1/2
Can. Colored Cotton.....	890	59 1/2	57 1/2 XD	- 2 1/2
Can. Convertors.....	32	41 1/2	42	+ 1/2
Dom. Textile Com.....	50	74 1/2	74 1/2	..
Dom. Textile Preferred.....	10	106	105	- 1
Montreal Cotton.....	..	125	125 XD	+ 2
Pennams Common.....	119	54 1/2	55	+ 1/2
Crown Reserve.....	4,282	3.95	4.00	+ 5

MONTREAL BANK CLEARINGS for week ending September 9, 1909, were \$28,392,908 (five days). For the corresponding weeks of 1908 and 1907 they were \$25,907,662 (five days) and \$31,148,600 (full week) respectively.

TORONTO CLEARINGS for week ending September 9, 1909, were \$21,220,589 (five days). For the corresponding weeks of 1908 and 1907, they were \$19,226,852 (five days) and \$22,845,237 (full week) respectively.

CANADIAN BANK CLEARINGS for week ending September 2, 1909, were \$89,214,650. For the corresponding weeks of 1908 and 1907 they were \$82,186,509 and \$71,589,059 respectively.

OTTAWA BANK CLEARINGS for week ending September 9, 1909, were \$2,524,432. For the corresponding week last year they were \$2,608,342 respectively.

THE BANK OF ENGLAND Statement this week shows reserve to have increased £518,000 to £29,446,000. The ratio to liabilities increased from 52.25 p.c. to 52.65 p.c.

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 1907 and 1908 were as follows:

GRAND TRUNK RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$24,990,313	\$20,914,656	\$21,717,117	\$802,461
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	915,430	794,562	832,475	37,913
" 14.....	910,996	778,936	868,402	89,466
" 21.....	877,465	798,254	857,003	58,749
" 31.....	1,393,997	.....	.....	.....

CANADIAN PACIFIC RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$41,327,000	\$36,230,000	\$41,922,000	\$5,692,000
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	1,565,000	1,470,000	1,627,000	157,000
" 14.....	1,546,000	1,420,000	1,586,000	166,000
" 21.....	1,546,000	1,356,000	1,555,000	199,000
" 31.....	2,243,000	2,008,000	2,384,000	376,000

CANADIAN NORTHERN RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$4,516,500	\$4,433,000	\$4,877,300	\$444,300
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	196,700	174,400	195,200	20,800
" 14.....	190,800	167,600	183,200	15,600
" 21.....	155,700	162,500	175,100	12,600
" 31.....	236,100	242,900	253,600	10,700

DULUTH, SOUTH SHORE & ATLANTIC.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$73,499	\$56,482	\$77,470	\$20,988
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	73,499	56,482	77,470	20,988
" 14.....	74,362	53,372	.....	.....
" 21.....	76,152	51,574	68,595	17,021

MONTREAL STREET RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$1,981,823	\$2,047,423	\$2,157,658	\$110,235
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	68,566	70,414	78,470	8,056
" 14.....	74,316	72,731	77,952	5,221
" 21.....	73,997	72,720	76,464	3,744
" 31.....	105,026	105,435	111,628	8,193

TORONTO STREET RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$1,876,869	\$1,975,194	\$2,144,087	\$168,893
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	66,715	67,788	75,203	7,415
" 14.....	67,100	66,397	75,999	9,602
" 21.....	66,168	66,818	72,252	5,433
" 31.....	127,815	98,529	109,369	10,840

TWIN CITY RAPID TRANSIT COMPANY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	\$2,828,288	\$3,551,512	\$3,851,169	\$299,657
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	123,036	132,633	143,073	10,440
" 14.....	127,446	128,282	142,117	15,835
" 21.....	123,025	129,305	145,089	15,784
" 31.....	182,245	199,014	203,931	4,917

DETROIT UNITED RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	150,819	148,167	174,112	25,945
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	157,165	147,351	169,896	22,545
" 14.....	157,165	147,351	169,896	22,545
" 21.....	155,733	143,204	168,017	24,813

HALIFAX ELECTRIC TRAMWAY CO., LTD.				
Railway Receipts.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	4,758	3,982	5,057	1,075
Week ending.	1907.	1908.	1909.	Increase
Aug. 7.....	4,758	4,637	5,011	374
" 14.....	4,758	4,637	5,011	374
" 21.....	4,431	4,901	4,761	Dec. 140
" 31.....	5,685	6,533	6,541	8

HAVANA ELECTRIC RAILWAY CO.				
Year to date.	1907.	1908.	1909.	Increase
July 31.....	34,870	39,825	4,955	4,955
Week ending.	1907.	1908.	1909.	Increase
Aug. 1.....	36,178	41,309	5,131	5,131
" 8.....	36,178	40,583	4,405	4,405
" 15.....	35,380	39,458	4,078	4,078
" 22.....	32,485	35,680	3,195	3,195
" 29.....	37,600	42,430	4,830	4,830
Sept. 5.....	37,600	42,430	4,830	4,830