

## Stock Exchange Notes

Montreal, 7th April 1910

The publication of the annual report of the Dominion Coal Company, was the occasion of further weakness in the stock and an incidental break in the price of Dominion Iron Common on active trading, the business today exceeding the combined sales of the preceding days of the week. Dominion Coal Common sold down to 67 and Iron Common touched 65. Both recovered from the lowest, but close at decided losses for the week. Montreal Steel Common, "Switch," was a prominent stock and closed at 110 1-4 bid, an advance of 7 1-4 points for the week and a gain of over 3 points-to-day, on sales of 1,692 shares. The market shows a fair improvement throughout the list, but in general a weaker tendency was in evidence the last few days. Montreal Street Railway was up to 249 again, but closed with 247 bid and 3,103 shares changed hands. Quebec Railway was the most active stock and on transactions involving 7,237 shares, touched 38. Cement Preferred had a good market and Nova Scotia Steel Common held within a fraction of last week's close.

The Bank of England rate remains unchanged at 4 per cent. and Consols have still further improved to 81 3-8.

Call money in Montreal.....	5 3/8
Call money in New York.....	3 3/8
Call money in London.....	3 3/8
Bank of England rate.....	4 3/8
Consols.....	81 3/8
Demand Sterling.....	9 3/8
Sixty days' sight Sterling.....	9 3/8

The quotations at continental points were as follows:—

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

### SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid.	Closing bid.	Net change
		Mch. 31, 1910.	to-day.	
Canadian Pacific.....	2,375	181 1/2	182 1/2	+ 1
"Soo" Common.....	435	139 XD	.. XD	..
Detroit United.....	555	63	62	- 1
Duluth Superior.....	80	..	..	..
Halifax Tram.....	55	123	123	..
Illinois Preferred.....	203	90 1/2	90 1/2	- 1/2
Montreal Street.....	3,103	246 1/2	247	+ 1/2
Quebec Ry.....	7,237	35 1/2	37	+ 1 1/2
Toronto Railway.....	81	122 1/2	123 1/2	+ 1/2
Twin City.....	243	113	113 1/2	+ 1/2
Richelieu & Ontario.....	75	85	86	+ 1
Amal. Asbestos.....	290	27	27 1/2	+ 1/2
Do. Pref.....	50	95	..	..
Black Lake Asbestos.....	1,842	..	..	..
" " Prefd.....	12	..	65	..
Can. Cement Com.....	1,136	21	21 1/2	+ 1/2
Do. Pfd.....	2,445	88	88 1/2	+ 1/2
Can. Con. Rubber Com.....	98	..	99	+ 1
Can. Con. Rubber Pfd.....	..	..	68 1/2	..
Dom. Coal Com.....	1,585	75 1/2	68 1/2	- 6 1/2
Dom. Iron Common.....	5,135	68	65 1/2	- 2 1/2
Dom. Iron Preferred.....	320	106 1/2	105	- 1 1/2
Dom. Iron Bonds.....	4,000	96 1/2	96	- 1/2
Lake of the Woods Com.....	140	143	..	..
Mackay Common.....	35	89	89 1/2	+ 1/2
Mackay Preferred.....	337	..	..	..
Mexican Power.....	25	79 1/2	79 1/2	..
Montreal Power.....	606	135 1/2	136	+ 1/2
Montreal Steel Works.....	1,692	103	110 1/2	+ 7 1/2
Nova Scotia Steel Com.....	1,472	84 1/2 XD	83 1/2 XD	..
Ogilvie Com.....	135	139 1/2	139	- 1/2
Rio Light and Power.....	25	94 1/2	93 1/2	- 1 1/2
Shawinigan.....	200	101	99 1/2 XD	- 1 1/2
Can. Colored Cotton.....	175	62 1/2	63 1/2	+ 1
Can. Convertors.....	35	43	42 1/2	- 1/2
Dom. Textile Com.....	940	7 1/2	7 1/2	..
Dom. Textile Preferred.....	8	103 XD	102 1/2 XD	..
Montreal Cotton.....	..	131	132	+ 1
Penmans Common.....	160	60	61	+ 1
Penmans Preferred.....	..	..	..	..
Crown Reserve.....	8,750	3.58 XD	.. XD	..

TORONTO CLEARINGS for the week ending April 7th, 1910, were \$35,123,573. For the corresponding weeks of 1909 and 1908 they were \$26,859,671 and \$20,990,462 respectively.

MONTREAL BANK CLEARINGS for the week ending April 7th, 1910, were \$41,588,517. For the corresponding weeks of 1909 and 1908 they were \$35,632,750 and \$27,396,527 respectively.

## 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
Feb. 28.....	\$5,126,211	\$5,169,887	\$6,118,721	\$948,834
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	615,110	624,373	769,177	144,804
" 14.....	677,895	709,819	832,620	122,801
" 21.....	685,552	710,526	841,719	131,193
" 31.....	1,037,702	1,122,733	1,349,741	227,008

CANADIAN PACIFIC RAILWAY.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$8,474,000	\$9,530,000	\$11,820,000	\$2,290,000
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	1,103,000	1,380,000	\$1,597,000	217,000
" 14.....	1,220,000	1,461,000	1,615,000	154,000
" 21.....	1,247,000	1,436,000	1,723,000	287,000
" 31.....	1,804,000	2,164,000	2,732,000	568,000

CANADIAN NORTHERN RAILWAY.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$1,063,900	\$1,028,800	\$1,491,100	\$462,300
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	133,300	140,200	195,100	54,900
" 14.....	132,700	148,900	190,600	41,700
" 21.....	142,800	169,400	221,500	52,100
" 31.....	216,500	280,200	326,900	46,700

DULUTH, SOUTH SHORE & ATLANTIC.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$47,085	\$49,055	\$56,709	\$7,654
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	51,163	43,996	61,441	14,595
" 14.....	50,736	46,846	61,441	14,595
" 21.....	50,736	46,846	61,441	14,595

MONTREAL STREET RAILWAY.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$545,616	\$572,687	\$623,075	\$50,388
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	64,543	65,446	75,959	10,513
" 14.....	64,682	66,254	73,877	7,622
" 21.....	63,343	68,236	75,093	6,857
" 31.....	90,208	96,043	107,852	11,809

TWIN CITY RAPID TRANSIT COMPANY.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$915,635	\$999,340	\$1,108,769	\$109,429
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	107,080	122,191	133,959	11,768
" 14.....	109,150	118,900	131,994	13,094
" 21.....	109,836	124,392	135,039	10,647
" 31.....	154,762	..	..	..

DETROIT UNITED RAILWAY.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	\$110,715	\$125,162	\$149,204	\$24,042
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	110,582	123,541	147,010	23,469
" 14.....	113,327	124,108	151,736	27,628
" 21.....	113,327	124,108	151,736	27,628

HALIFAX ELECTRIC TRAMWAY CO., LTD.				
Railway Receipts.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	2,911	3,069	3,610	541
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	2,957	2,987	3,435	448
" 14.....	2,994	3,072	3,693	621
" 21.....	3,956	4,431	5,230	709
" 31.....	3,956	4,431	5,230	709

HAVANA ELECTRIC RAILWAY CO.				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	41,516	42,893	41,377	1,377
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	39,596	41,969	2,373	2,373
" 13.....	39,596	41,969	2,373	2,373
" 20.....	39,596	41,969	2,373	2,373
" 27.....	36,692	38,591	1,899	1,899

DULUTH-SUPERIOR TRACTION				
Year to date.	1908.	1909.	1910.	Increase
Feb. 28.....	16,259	18,362	2,103	2,103
Week ending.	1908.	1909.	1910.	Increase
Mar. 7.....	15,901	18,415	2,515	2,515
" 14.....	16,713	19,495	2,783	2,783
" 21.....	16,713	19,495	2,783	2,783
" 31.....	24,125	28,859	4,734	4,734

OTTAWA BANK CLEARINGS for week ending April 7th, 1910, were \$4,723,652. For the corresponding week of 1909 they were \$3,984,743.