

## Stock Exchange Notes

Montreal, September 22, 1910.

Hysterical trading in Montreal Power was the feature this week on the announcement of the proposal to amalgamate with Montreal Street. The heavy buying of last week was evidently from those who had advance information of what was in the wind. This week the public were falling over each other to get some power while the buying was good and as a result the price was advanced to 161 3-4. From this point, reached yesterday morning, it reacted and closed to-day at 155 1-8, a net gain of 12 1-2 points. There was a tremendous volume of business and 57,000 shares changed hands. Shawinigan had a sympathetic advance on sales of over 10,000 shares and touched 111. Dominion Iron Common was another strong feature and over 16,000 were traded in. It is looked on as a likely leader for higher figures and Quebec Railway, it is stated, is likely to advance in the near future. The proposed Power Street merger is dealt with in another column. The market was generally strong and money is easier and more is available for the use of the Stock market. The Bank of England rate remains at 3 per cent.

## MONEY AND EXCHANGE RATES.

|                                 | To-day. | A Year Ago. |
|---------------------------------|---------|-------------|
| Call money in Montreal.....     | 5 1/2   | 4 1/2       |
| Call money in New York.....     | 11 1/2  | 3 1/2       |
| Call money in London.....       | 1 1/2   | 3 1/2       |
| Bank of England rate.....       | 3 1/2   | 2 1/2       |
| Consols.....                    | 80 7-16 | 83 1/2      |
| Demand Sterling.....            | 9 1/2   | 9 1/2       |
| Sixty days' eight Sterling..... | 8 13-16 | 8 15-16     |

## QUOTATIONS AT CONTINENTAL POINTS.

|                    | To-day.                       |                               | A Year Ago                    |                               |
|--------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
|                    | Market.                       | Bank.                         | Market.                       | Bank.                         |
| Paris. . . . .     | 2 <sup>1</sup> / <sub>2</sub> | 3                             | 1 <sup>1</sup> / <sub>2</sub> | 3                             |
| Berlin . . . . .   | 3 <sup>1</sup> / <sub>2</sub> | 4                             | 3 <sup>1</sup> / <sub>2</sub> | 4                             |
| Amsterdam. . . . . | 3 <sup>1</sup> / <sub>2</sub> | 4                             | 3 <sup>1</sup> / <sub>2</sub> | 4                             |
| Vienna. . . . .    | 3 <sup>1</sup> / <sub>2</sub> | 4                             | 1 <sup>1</sup> / <sub>2</sub> | 2 <sup>1</sup> / <sub>2</sub> |
| Brussels. . . . .  | 2 9-16                        | 3 <sup>1</sup> / <sub>2</sub> | 1 <sup>1</sup> / <sub>2</sub> | 3                             |

## SUMMARY OF WEEK'S SALES AND QUOTATIONS.

| Security.                   | Sales. | Closing bid. Sept. 15, 1910. | Closing bid. to-day. | Net change. |
|-----------------------------|--------|------------------------------|----------------------|-------------|
| Canadian Pacific.....       | 88     | 188 1/2 xd                   | 190 1/2 xd           | + 2         |
| "Soo" Common.....           | 1,352  | 132                          | 133 1/2              | + 1 1/2     |
| Detroit United.....         | 390    | 49 1/2                       | 49 1/2               | + 1/2       |
| Duluth Superior.....        | 379    | 78 xd                        | 79 1/2 xd            | + 1 1/2     |
| Halifax Tram.....           | 23     | 125                          | 125 xd               | —           |
| Illinois Preferred.....     | 12     | 89 xd                        | 89 1/2 xd            | + 1/2       |
| Montreal Street.....        | 60     | 243                          | 238 1/2              | - 4 1/2     |
| Quebec Ry.....              | 2,741  | 44 1/2                       | 43 1/2               | - 1/2       |
| Toronto Railway.....        | 1,277  | 121 1/2 xd                   | 124 1/2 xd           | + 3 1/2     |
| Twin City.....              | 130    | 109 1/2 xd                   | 110 xd               | + 1/2       |
| Richelieu & Ontario.....    | 275    | 89                           | 89 1/2               | + 1/2       |
| Amal. Asbestos.....         | 20     | 70                           | 6                    | —           |
| Amal. Asbestos Pref.....    | 70     | 70                           | —                    | —           |
| Black Lake Asbestos.....    | 325    | 25 1/2                       | 22 1/2               | - 3 1/2     |
| Black Lake Prefd.....       | —      | —                            | —                    | —           |
| Can. Cement Com.....        | 508    | 20 1/2                       | 20                   | - 1/2       |
| Can. Cement Pfd.....        | 1,653  | 84 1/2                       | 85 1/2               | + 1 1/2     |
| Can. Con. Rubber Com.....   | 20     | 93 1/2                       | — xd                 | —           |
| Can. Con. Rubber Pfd.....   | 177    | 105                          | 101 xd               | - 21        |
| Dom. Iron Preferred.....    | 597    | 106 1/2                      | 102 xd               | - 2 1/2     |
| Dom. Iron Bonds.....        | 58,000 | 95 1/2                       | 95 1/2               | —           |
| Dom. Steel Corp.....        | 16,252 | 64                           | 65 1/2 xd            | + 2 1/2     |
| Lake of the Woods Com.....  | 242    | 128                          | —                    | —           |
| Mackay Common.....          | 315    | 88 1/2 xd                    | 91 xd                | + 3         |
| Mackay Preferred.....       | 5      | — xd                         | 73 1/2 xd            | —           |
| Mexican Power.....          | —      | 85                           | 85                   | —           |
| Montreal Power.....         | 57,067 | 142 1/2                      | 155 1/2              | + 12 1/2    |
| Nova Scotia Steel Com.....  | 1,953  | 84 1/2                       | 84                   | - 1/2       |
| Ogilvie Com.....            | 50     | 127                          | 127                  | —           |
| Rio Light and Power.....    | 1,915  | 97 1/2                       | 100 1/2              | + 3 1/2     |
| Shawinigan.....             | 10,361 | 103 1/2                      | 107 1/2              | + 4         |
| Can. Colored Cotton.....    | —      | 38                           | 36                   | - 2         |
| Can. Convertors.....        | —      | 63 1/2 xd                    | 63 1/2 xd            | —           |
| Dom. Textile Com.....       | 200    | 98                           | 99 1/2 xd            | + 1 1/2     |
| Dom. Textile Preferred..... | 35     | 98                           | 99 1/2 xd            | + 1 1/2     |
| Montreal Cotton.....        | —      | 125                          | 125                  | —           |
| Peemans Common.....         | 130    | 58                           | 58                   | —           |
| Peemans Preferred.....      | 360    | 84                           | 83 1/2               | - 1/2       |
| Crown Reserve.....          | 2,900  | 2.80                         | 2.90                 | + 10        |

## Bank Statements.

## BANK OF ENGLAND.

|                   | Yesterday   | September 15, 1910 | September 23, 1909 |
|-------------------|-------------|--------------------|--------------------|
| Reserve.....      | £29,905,000 | £30,703,000        | \$28,891,210       |
| Res. to Lab.....  | 53,360 p.c. | 53 1/2 p.c.        | 52 1/2 p.c.        |
| Circulation.....  | 27,635,000  | 27,654,000         | 28,967,905         |
| Public Dep.....   | 12,483,000  | 13,306,000         | 8,998,306          |
| Other Dep.....    | 43,35,000   | 43,848,000         | 45,719,787         |
| Gov. securs.....  | 15,265,000  | 15,629,000         | 15,329,192         |
| Other securs..... | 29,111,000  | 29,300,000         | 28,768,640         |

## NEW YORK ASSOCIATED BANKS

|                       | Sept. 17, 1910  | September 10, 1910 | September 18, 1909 |
|-----------------------|-----------------|--------------------|--------------------|
| Loans.....            | \$1,278,731,800 | \$1,261,161,000    | \$1,315,176,900    |
| Deposits.....         | 1,284,207,700   | 1,272,758,100      | 1,314,403,400      |
| Circulation.....      | 46,479,600      | 44,874,400         | 51,890,500         |
| Specie.....           | 273,300,500     | 278,329,400        | 275,460,000        |
| Legal Tenders.....    | 68,129,600      | 67,929,500         | 72,762,900         |
| Total Reserves.....   | \$342,421,100   | \$346,258,900      | \$318,222,900      |
| Reserves Req'd.....   | 321,081,925     | 318,189,525        | 336,100,850        |
| Surplus.....          | \$21,369,175    | \$28,069,375       | \$12,122,050       |
| Ratio of R's'ers..... | 25.7            | 27.2               | 25.9               |

NOTE.—Actual amount of government deposits reported was \$1,812,610, against \$1,643,400 last week.

## CANADIAN BANK CLEARINGS.

|               | Week ending Sept. 21, 1910 | Week ending Sept. 15, 1910 | Week ending Sept. 23, 1909 | Week ending Sept. 24, 1908 |
|---------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Montreal..... | \$44,509,192               | \$38,547,883               | \$33,647,339               | \$30,733,874               |
| Toronto.....  | 30,066,877                 | 31,018,925                 | 26,411,975                 | 23,240,750                 |
| Ottawa.....   | 4,148,287                  | 3,667,329                  | 3,536,015                  | 3,072,476                  |

## Traffic Earnings.

| CANADIAN PACIFIC RAILWAY.               |              |              |              |              |
|---|--------------|--------------|--------------|--------------|
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | \$42,484,000 | \$49,074,000 | \$61,522,000 | \$12,448,000 |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 1,301,000    | 1,664,000    | 1,958,000    | 294,000      |
| " 14.....                               | 1,421,004    | 1,836,000    | 2,195,000    | 359,000      |
| GRAND TRUNK RAILWAY.                    |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | \$24,649,462 | \$25,596,536 | \$28,241,182 | \$2,644,646  |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 821,962      | 939,143      | 969,494      | 30,351       |
| " 14.....                               | 806,696      | 897,498      | 951,950      | 54,452       |
| CANADIAN NORTHERN RAILWAY.              |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | \$ 5,180,400 | \$5,684,800  | \$8,349,900  | \$2,665,100  |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 175,300      | 190,400      | 286,500      | 96,100       |
| " 14.....                               | 202,800      | 239,700      | 257,800      | 18,100       |
| DULUTH, SOUTH SHORE & ATLANTIC RAILWAY. |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | 55,336       | 71,020       | 71,312       | 292          |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 55,336       | 71,020       | 71,312       | 292          |
| TWIN CITY RAPID TRANSIT COMPANY.        |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | \$ 4,138,745 | \$4,485,380  | \$4,873,696  | \$388,416    |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 178,025      | 159,820      | 186,767      | 26,947       |
| " 14.....                               | 122,794      | 169,207      | 168,722      | 485          |
| DETROIT UNITED RAILWAY.                 |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | 175,516      | 197,719      | 193,736      | Dec. 3,983   |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 175,516      | 197,719      | 193,736      | Increase     |
| HALIFAX ELECTRIC TRAMWAY COMPANY.       |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | 7,035        | 4,720        | 5,365        | 645          |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 7,035        | 4,720        | 5,365        | Increase     |
| " 14.....                               | 5,361        | 4,199        | 4,521        | Increase     |
| HAVANA ELECTRIC RAILWAY CO.             |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | 42,430       | 44,807       | 44,807       | 2,377        |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 42,430       | 44,807       | 44,807       | Increase     |
| " 14.....                               | 41,739       | 45,124       | 45,124       | Increase     |
| " 18.....                               | 36,461       | 41,240       | 41,240       | Increase     |
| DULUTH-SUPERIOR TRACTION                |              |              |              |              |
| Year to date.                           | 1908.        | 1909.        | 1910.        | Increase     |
| Aug. 31.....                            | 21,608       | 23,172       | 1,564        | 1,564        |
| Week ending.                            | 1908.        | 1909.        | 1910.        | Increase     |
| Sept. 7.....                            | 21,608       | 23,172       | 1,564        | Increase     |
| " 14.....                               | 18,918       | 20,875       | 1,957        | Increase     |