Stock Exchange Notes

Wednesday, 29th December, 1909.

Several stocks, especially Montreal Street, Richelieu and Montreal Power, made distinct gains this week, while the general market was firm and trading throughout the list active despite the holiday season, when as a rule business is more or less at a standstill. Everything points to good markets in January and possibly easier money rates in the near future. Any runaway market is being guarded against, however, but sharp movements in special stocks are to be looked for from time to time. Nova Scotia Steel Common advanced to higher figures and closed at a gain in price, while Crown Reserve on fairly active trading recovered from the low point of 4.00 to 4.07, a nett loss of 32 cents. Toronto Railway moved up to 130 and closed at a good gain on sales of some 3,500 shares. Dominion Iron Common holds steady and is in good demand on any decline. Quebec Railway continues a favourite, and about 1,200 shares changed hands. There was no change in the Bank of England rate.

Call money in Montreal	5 %
Call money in New York	5½%
Call money in London	4½%
Bank of England rate	4½%
Consols	82¼%
Demand Sterling	9⅝%
Sixty days' sight Sterling	9 %

The quotations at continental points were as follows:—

	Market.	Bank.
Paris	2 13-16	3
Berlin	4½	5
Vienna	3½	4
Amsterdam	2½	3
Brussels	2¾	3½

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Dec. 22nd.	Closing bid. to-day.		Net change
Canadian Pacific	979	179 XR	180¼ XR	+	1¼
"Soo" Common	206	140	140	—	..
Detroit United	160	65	64¾	—	¼
Halifax Tram	116	122¼ XD	125 XD	+	2¾
Illinois Preferred	519	91½ XD	91¾ XD	+	¼
Montreal Street	4 658	216⅝	222⅜	+	5¾
Quebec Railway:	1,194	60	65	+	5
Toronto Railway	3,560	126½ XD	129⅝ XD	+	3⅛
Twin City	916	114½	115⅝	+	1⅛
Richelieu & Ontario	5,376	89	94⅝	+	5⅝
Can. Con. Rubber Com.	610	93 XD	95⅞ XD	+	2⅞
Can. Con. Rubber Pfd.	2	..	115 XD	—	..
Dom. Coal Com	125	91⅝ XD	90½ XD	—	1⅛
Dom. Iron Common	3,624	71⅝	71¼	—	⅜
Dom. Iron Preferred	716	136¼	136¼	—	..
Dom. Iron Bonds	$4,000	95½	95½	—	..
Lake of the Woods Com.	1,205	143½	143	—	½
Mackay Common	100	91 XD	91 XD	—	..
Mackay Preferred	..	76¾ XD	77 XD	+	¼
Mexican Power	..	67½	..	—	..
Montreal Power	2.410	132¼	134¼	+	2
Nova Scotia Steel Com.	2,642	68 XR	70⅝ XR	+	2⅝
Ogilvie Com.	640	143	138½ XD	—	2½
Rio Light and Power	10	89½	..	—	..
Shawinigan	1,231	103 XR	101½ XR	—	1½
Can. Colored Cotton	465	59	59	—	..
Can. Convertors	65	43	44	—	1
Dom. Textile Com	175	70⅝ XD	70¼ XD	—	⅜
Dom. Textile Preferred	36	103	103½	+	½
Montreal Cotton	..	..	..	—	..
Penmans Common	335	58	57¼	—	¾
Crown Reserve	11,170	4.39	4.07	—	32
Nipissing	25	10⅝	10½	—	⅛

IN REPLY TO THE ENQUIRY of a British investor, City Treasurer, Robb, has written a letter pointing out that nothing in Judge Cannon's findings regarding Montreal civic affairs need cause apprehension to holders of the city's bonds. As he points out, only $1,200,000 of the city's 1909 revenue of $5,500,000 can be classed as "controllable" by the City Council. As to the administration of the rest, it is of interest to note Judge Cannon's finding regarding the finance department: "The proof adduced shows that this department is well organized and works satisfactorily."

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
Nov. 30	$41,241,172	$35,515,920	$37,428,652	$1,912,732
Week ending.	1907.	1908.	1909.	Increase
Dec. 7	810,017	691,243	798,837	107,594
" 14	839,866	731,257	779,135	47,878
" 21	835,528	743,817	845,465	101,648

CANADIAN PACIFIC RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Nov. 30	$68,425,000	$63,296,000	$75,824,000	$12,528,000
Week ending.	1907.	1908.	1909.	Increase
Dec. 7	1,539,000	1,548,000	1,905,000	357 000
" 14	1,419,000	1,523,000	1,746,000	223,000
" 21	1,423,000	1,597.000	1,873,000	276,000

CANADIAN NORTHERN RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Nov. 30	$9,921,200	$8,411,700	$9,662,900	$1,251,200
Week ending.	1907.	1908.	1909.	Increase
Dec. 7	188,800	217,500	321,300	103,800
" 14	190,700	230,700	259,400	28,700
" 21	185,700	225,100	253,700	28,600

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1907.	1908.	1909.	Decrease
Dec. 7	53,530	50,507	49 576	931
" 14	49,521	52,031	51,604	427

MONTREAL STREET RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Nov. 30	$3,224,623	$3,285,925	$3,504,835	$218,910
Week ending.	1907.	1908.	1909.	Increase
Dec. 7	64,982	66,437	74,381	7.944
" 14	66,272	65,742	72,690	6,948
" 21	66,875	68,137	75,347	7,210

TORONTO STREET RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Nov. 30	$3,097,841	$3,223,036	$3,515,684	$292,648
Week ending.	1907.	1908.	1909.	Increase
Dec. 7	63,577	68,018	75,233	7,215
" 14	63,125	69,038	75,350	6 312
" 21	67,795	71,491	79,727	8,236

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1907.	1908.	1909.	Increase
Nov. 30	$5,520,049	$5,786,780	$6,287,805	$501,025
Week ending.	1907.	1908.	1909	Increase
Dec. 7	112,086	121,108	131,640	10.532
" 14	110,830	119,101	134,136	15,035

DETROIT UNITED RAILWAY.

Week ending.	1907	1908.	1909.	Increase
Dec. 7	114,641	120,315	144,017	23,702
" 14	110,070	......	......	......

HALIFAX ELECTRIC TRAMWAY CO., LTD.
Railway Receipts.

Week ending.	1907.	1908.	1909.	Increase.
Dec. 7	2,854	3,151	3,465	314
" 14	3,202	3,249	3,436	187
" 21	3,279	3,477	3,654	177

HAVANA ELECTRIC RAILWAY CO.

Week ending	1908.	1909.	Increase.
Dec. 5	38,951	41,510	2,559
" 12	35,687	40,896	5,209
" 19	36,598	39,264	2,666
" 26	37,508	40,291	2,783

MONTREAL BANK CLEARINGS for week ending December 30th, 1909, were $37,036,027. For the corresponding weeks of 1908 and 1907 they were $23,961,172 and $22,526,300 respectively.

TORONTO BANK CLEARINGS for week ending December 30th, 1909, were $26,162,531 (five days).

OTTAWA BANK CLEARINGS for week ending December 23, 1909, were $3,776 479. For the corresponding week of last year they were $2,900,247.