Stock Exchange Notes

Montreal, April 14, 1910.

Quebec Railway was the leader in this week's broad market and on sales of over 16,500 shares advanced to 41¾, reacting to 40½ at the close, a net advance of 3½ points. Dominion Coal Common and Dominion Iron Common both sold at 67 this afternoon and closed at practically the same quotation. The trading in the former involved some 1,800 shares, while 9,340 shares of Iron Common changed hands. It seems to be generally conceded that whatever form the merger takes, the Common stock of each company will go in at the same price, but nothing definite as to time or terms for the consolidation is announced. There was liquidation in Crown Reserve this week and under the selling it declined to $3.00 a break of over 50c, and 18,864 shares came out. Montreal Street now selling ex-dividend of 2½ per cent is strong and closed 246¼ X. D. bid, equivalent to an advance of about 2 points. The Cement securities were also in good demand and both show gains, the Common closing 3¼ points up. Canadian Pacific and Soo Common were each traded in for over 2,000 shares and both show gains in price. Nova Scotia Steel Common is over a point lower and the interest in this security has subsided for the time being at any rate. Montreal Power was another feature and on sales of an even 2,400 shares gained over 2 points.

The Bank of England rates remains unchanged at 4 per cent., but Consols have reacted to 81.

Call money in Montreal	5 %
Call money in New York	3½%
Call money in London	3 %
Bank of England rate	4 %
Consols	81 %
Demand Sterling	9¾%
Sixty days' sight Sterling	9 %

The quotations at continental points were as follows: —

	Market.	Bank.
Paris	2½	3
Berlin	3½	4
Amsterdam	3½	5
Vienna	3⅜	3½
Brussels	3½	4½

Summary of Week's Sales and Quotations.

Security.	Sales.	Closing bid. Apl. 7, 1910.	Closing bid. to-day.	Net change
Canadian Pacific	2,058	182⅝	183⅝	+ 1¼
"Soo" Common	2,150	.. XD	140⅞	— ..
Detroit United	625	62	60½	— 1½
Duluth Superior	203	..	..	— ..
Halifax Tram	14	123	123	— ..
Illinois Preferred	299	90½	90	— ½
Montreal Street	2,255	247	246¼ XD	+ 1¾
Quebec Ry	16,603	37	40½	+ 3½
Toronto Railway	516	123½	123	— ½
Twin City	288	113½	113 XD	+ 1
Richelieu & Ontario	115	86	86	— ..
Amal. Asbestos	400	27½	..	— ..
Do. Pref	120	..	..	— ..
Black Lake Asbestos	575	..	25⅛	— ..
" " Prefd.	2	65	..	— ..
Can. Cement Com	4 520	21⅛	24⅝	+ 3½
Do. Pfd	1,608	88½	89⅜	+ ⅞
Can. Con. Rubber Com	105	99	99	— ..
Can. Con. Rubber Pfd	..	..	..	— ..
Dom. Coal Com	1,836	68½	67	— 1½
Dom. Iron Common	9,340	65¾	66¾	+ 1
Dom. Iron Preferred	543	105	110	+ 5
Dom. Iron Bonds	$3,000	96	..	— ..
Lake of the Woods Com	160	..	141¾	— ..
Mackay Common	210	89½	89⅞	+ ⅜
Mackay Preferred	..	..	..	— ..
Mexican Power	..	79¼	78½	— ¾
Montreal Power	2,400	136	138¼	+ 2¼
Montreal Steel Works	243	110¼	111	+ ¾
Nova Scotia Steel Com	400	83⅞ XD	82⅝ XD	— 1¼
Ogilvie Com	15	139	137½	— 1½
Rio Light and Power	129	93½	94¾	+ 1¼
Shawinigan	525	99¼ XD	99¼ XD	— ¼
Can. Colored Cotton	325	63½	63	— ½
Can. Convertors	136	42½	43	+ ½
Dom. Textile Com	10	71½	71¼	— ¼
Dom. Textile Preferred	15	102½ XD	102½ XD	— ..
Montreal Cotton	172	132	134	+ 2
Penmans Common	124	61	61	— ..
Penmans Preferred	500	..	..	— ..
Crown Reserve	18,864	.. XD	3.01 XD	— ..

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
Mar. 31	$8,142,470	$8,337,338	$9,911,978	$1,574,640
Week ending.	1908.	1909.	1910.	Increase
April 7	664,823	718,663	815,893	97,230

Canadian Pacific Railway.

Year to date.	1908.	1909.	1910.	Increase
Mar. 31	$13,848,000	$15,971,000	$19,487,000	$3,516,000
Week ending.	1908.	1909.	1910.	Increase
April 7	1,316,000	1,555,000	1,959,000	404,000

Canadian Northern Railway.

Year to date.	1908.	1909.	1910.	Increase
Mar. 31	$1,689,100	$1,767,500	$2,425,200	$657,700
Week ending.	1908.	1909.	1910.	Increase
April 7	167,600	180,500	247,600	67,100

Duluth, South Shore & Atlantic.

Week ending.	1908.	1909.	1910.	Increase
Mar. 7	47,085	49,055	56,709	7,654
" 14	51,163	43,996	......	......
" 21	50,736	46,846	61,441	14,595
" 31	69,714	76,850	98,315	21,465

Montreal Street Railway.

Year to date.	1908.	1909.	1910.	Increase
Mar. 31	$828,392	$868,667	$955,986	$87,189
Week ending.	1908.	1909.	1910.	Increase
April 7	63,828	66,535	77,462	10,927

Twin City Rapid Transit Company.

Year to date.	1908.	1909.	1910.	Increase
Mar. 31	$1,396,464	$1,536,466	$1,701,485	$165,018
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	171,644	191,724	20,080

Detroit United Railway.

Week ending.	1908.	1909.	1910	Increase
Mar. 7	110,715	125,162	149,204	24,042
" 14	110,582	123,541	147,010	23,469
" 21	113,327	124,108	151,736	27,628
" 31	157,379	178,754	227,463	48,709

Halifax Electric Tramway Co., Ltd.

Railway Receipts.

Week ending.	1908.	1909.	1910.	Increase
April 7	3,050	3,134	3,804	367

Havana Electric Railway Co.

Week ending	1909.	1910.	Increase
April 3	37,351	41,280	3,329
" 10	38,420	43,417	4,997

Duluth-Superior Traction

Week ending	1909	1910	Increase
April 7	17,264	20,275	3,011

Toronto Clearings for the week ending April 14th, 1910, were $29,423,213. For the corresponding weeks of 1909 and 1908 they were $20,631,866 (four days) and $21,119,859 respectively.

Montreal Bank Clearings for the week ending April 14th, 1910, were $35,669,483. For the corresponding weeks of 1909 and 1908 they were $22,704,201 (four days) and $28,655,154 respectively.

Ottawa Bank Clearings for week ending April 14th, 1910, were $3,853,275. For the corresponding week of 1909 they were $2,657,820 (four days).

TORONTO'S TAX RATE.

Toronto's tax rate has been finally fixed by the Board of Control at 17½ mills subject to the revision of the City Council. Controller Foster stuck for a 17¼ rate, but his colleagues would not stand for the paring off of $65,000 from the estimates which this rate would call for.