## Stock Exchange Notes

Montreal, April 28, 1910.

The volume of business was more contracted this week and prices generally declined under pressure of the little urgent selling which developed. Throughout the trading Quebec Railway continued its upward movement, any temporary reactions being quickly recoverd. It closed 4 3-8 points higher with 46 7-8 bid, on transactions involving 17,144 shares. Dominion Iron Common was the next stock in point of activity and after selling down to 65, recovered to 66 1-2 reacting again to 65 3-8 bid at the close. The nett decline for the week was 2 1-2 points. Crown Reserve again sold down to 3.00, but improved to 3.05 bid at the close on sales totalling 26,372 shares. "Soo" Common dropped 4 1-2 points to 135 and Colored Cotton exrights is off 4 5-8 points. Some selling caused by the breaking price tendency in New York was in evidence to-day. The local market is still inclined upward on every chance, but it commences to look somewhat overbought and artificial at the prevailing level. Specialties will likely feature the trading on any further upward movement. The Bank of England rate of 4 p.c. continues and consols, which had been down to the low point of 1907, are back to 81 1-16.

| | |
|---|---|
| Call money in Montreal | 5 % |
| Call money in New York | 3 to 3½% |
| Call money in London | 3½ to 4 % |
| Bank of England rate | 4 % |
| Consols | 81-3-16% |
| Demand Sterling | 9-13-16% |
| Sixty days' sight Sterling | 9⅛% |

The quotations at continental points were as follows: —

| | Market. | Bank. |
|---|---|---|
| Paris | 2½ | 3 |
| Berlin | 3⅛ | 4 |
| Amsterdam | 4⅞ | 5 |
| Vienna | 3⅝ | 3½ |
| Brussels | 3¼ | 4½ |

**Summary of Week's Sales and Quotations.**

| Security. | Sales. | Closing bid. Apl. 21, 1910. | Closing bid. to-day. | Net change |
|---|---|---|---|---|
| Canadian Pacific | 686 | 182 | 180¾ | — 1¼ |
| "Soo" Common | 615 | 139½ | 135 | — 4½ |
| Detroit United | 430 | 61½ | 60 | — 1½ |
| Duluth Superior | .. | 71½ | 69 | — 2½ |
| Halifax Tram | 11 | 123 | 123 | — .. |
| Illinois Preferred | 1,110 | 90 | 89⅞ | — ⅛ |
| Montreal Street | 2,3 9 | 246¼ XD | 244¾ XD | — 1½ |
| Quebec Ry | 17,144 | 42½ | 46⅞ | + 4⅜ |
| Toronto Railway | 811 | 123 | 120 | — 3 |
| Twin City | 58 | 113 XD | 112½ XD | — ½ |
| Richelieu & Ontario | 350 | 87½ | 85½ | — 2 |
| Amal. Asbestos | 95 | 25 | 23 | — 2 |
| Do. Pref | 117 | 91 | 89 | — 2½ |
| Black Lake Asbestos | 25 | 25¾ | .. | — .. |
| " " Prefd | 210 | .. | .. | — .. |
| Can. Cement Com | 887 | 23 | 22 | — 1½ |
| Do. Pfd | 865 | 89½ | 89 | — ½ |
| Can. Con. Rubber Com | 25 | 98⅜ | 98 | — ⅜ |
| Can. Con. Rubber Pfd | .. | .. | 110 | — .. |
| Dom. Coal Com | 1,260 | 68 | 66½ | — 1½ |
| Dom. Iron Common | 6,567 | 67 | 65⅜ | — 2½ |
| Dom. Iron Preferred | 489 | 105¾ | 102 | — 3¾ |
| Dom. Iron Bonds | $13,000 | .. | 94½ | — .. |
| Lake of the Woods Com | 138 | .. | 130 | — .. |
| Mackay Common | 30 | .. | .. | — .. |
| Mackay Preferred | 25 | 76¼ | 75 | — 1¼ |
| Mexican Power | .. | 78 | 77 | — 1 |
| Montreal Power | 2,360 | 137 | 136 | — 1 |
| Montreal Steel Works | .. | .. | .. | — .. |
| Nova Scotia Steel Com | 446 | 83 | 81½ | — 1½ |
| Ogilvie Com | 222 | 136 | 134⅜ | — 2⅜ |
| Rio Light and Power | 225 | .. XD | 92½ XD | — .. |
| Shawinigan | 205 | 99½ | 100 | + ½ |
| Can. Colored Cotton | 200 | 64⅝ | 60 | — 4⅝ |
| Can. Convertors | 170 | 44 | 45 | — 1 |
| Dom. Textile Com | 1,280 | 74 | 73⅞ | — ⅛ |
| Dom. Textile Preferred | 7 | 102⅜ | 102 | — ⅜ |
| Montreal Cotton | .. | 134 | 135 | + 1 |
| Penmans Common | 178 | 62½ | 61 | — 1½ |
| Penmans Preferred | .. | .. XD | .. XD | — .. |
| Crown Reserve | 26,372 | 3.15 | 3.05 | — 10 |

## 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 |
| " 14 | 685.281 | 744,283 | 824,890 | 80,607 |
| " 21 | 682,775 | 724,631 | 823,385 | 98,754 |

**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 |
| " 14 | 1,305,000 | 1,490,000 | 1,817,000 | 327,000 |
| " 21 | 1,306,000 | 1,401,000 | 1,789,000 | 388,000 |

**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 |
| " 14 | 165,200 | 177,800 | 255,500 | 77,700 |
| " 21 | 181,100 | 189,300 | 252,400 | 63,100 |

**Duluth, South Shore & Atlantic.**

| Week ending. | 1908. | 1909 | 910 | Increase |
|---|---|---|---|---|
| April 7 | 48,261 | 50,424 | 62,163 | 11,739 |
| " 14 | 49,022 | 48,474 | 62,377 | 13,903 |

**Montreal Street Railway.**

| Year to date. | 1908. | 9 9 | 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 |
| " 14 | 63,564 | 67,412 | 76,649 | 9,237 |
| " 21 | 63,901 | 67,991 | 78,793 | 10,802 |

**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. | 9 9 | 1910. | Increase |
| April 7 | 111,503 | 124,823 | 135 829 | 11,006 |
| " 14 | 110,873 | 126,394 | 135,467 | 9,074 |

**Detroit United Railway.**

| Week ending. | 1908. | 1909 | 1910 | Increase |
|---|---|---|---|---|
| April 7 | 113,022 | 130,742 | 158,504 | 27,762 |
| " 14 | 118,658 | 137,148 | 161,543 | 24,395 |

**Halifax Electric Tramway Co., Ltd.**

Railway Receipts.

| Week ending. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| April 7 | 3,050 | 3,134 | 3,501 | 367 |
| " 14 | 2,978 | 3,552 | .... | .... |
| " 21 | 3,421 | 3,316 | 3,814 | 498 |

**Havana Electric Railway Co.**

| Week ending | 1909 | 1910 | Increase |
|---|---|---|---|
| April 3 | 37,351 | 41,280 | 3,329 |
| " 10 | 38,420 | 43,417 | 4.997 |
| " 17 | 37,345 | 42,606 | 5 261 |
| " 24 | 37,208 | 40,623 | 3,415 |

**Duluth-Superior Traction**

| Week ending | 1909 | 1910 | Increase |
|---|---|---|---|
| April 7 | 17,264 | 20,275 | 3,011 |
| " 14 | 17,857 | 19,409 | 1,552 |

Montreal Bank Clearings for the week ending April 28th, 1910, were $37,428,341. For the corresponding weeks of 1909 and 1908 they were $30,243,907 and $25,561,203 respectively.

Toronto Bank Clearings for the week ending April 28th, 1910, were $26,838,521. For the corresponding weeks of 1909 and 1908 they were $25,025,519 and $20,906,848 respectively.

Ottawa Bank Clearings for week ending April 28th, 1910, were $3,691,047. For the corresponding weeks of 1909 and 1908 they were $3,179,178 and $2,344,993 respectively.