

Stock Exchange Notes

Montreal, August 25, 1910.

A jump of 9 points in Montreal Street to 250 on a moderate turnover of shares was the only aggressive movement in a generally dull and sagging market. Prices for the most part are lower than a week ago and even Montreal Street has lost a few points of its rapid advance. In the unlisted department of the Exchange, Canadian Power was a strong spot and gained several points. The buying of Street is conceded to come from a coterie strongly interested in the fortunes of Canadian Power, who seem determined to obtain a controlling voice in the traction Company. Dominion Steel Corporation was the most active stock, but even in it the sales were under 5,000 shares. Montreal Street Railway and Quebec Railway were the only other stocks in which the sales involved over 2,000 shares. The heaviness here is a reflection of the conditions prevailing in New York, where pessimism is for the moment the ruling factor in the market. The investor who picks up stocks when they show a good return, is again in the market. Speculative operations are confined to the professionals, but prices should not go much lower at present. There was no change in the Bank of England rate, which continues at three per cent.

	To-day.	A Year Ago.
Call money in Montreal.....	5 1/2%	4 1/2%
Call money in New York.....	1 1/2%	2 1/2%
Call money in London.....	2 1/2%	3 1/2%
Bank of England rate.....	3 1/2%	2 1/2%
Consols.....	8 1/4	8 1/4
Demand Sterling.....	9 1/4	9 1/4
Sixty days' sight Sterling.....	8 1/4	9 1/4

The quotations at continental points were as follows:—

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

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Aug. 18, 1910.	Closing bid. to-day.	Net change.
Canadian Pacific.....	360 192 1/2	188 1/2	126 1/2	— 4 1/2
"Soo" Common.....	1,230 131 1/2	126 1/2	48 1/2	— 2 1/2
Detroit United.....	365 50 1/2	67 1/2	12 1/2	— 1 1/2
Duluth Superior.....	68 1/2	123 1/2	89 1/2	— 1 1/2
Halifax Tram.....	12 124 1/2	123 1/2	89 1/2	— 1 1/2
Illinois Preferred.....	46 89 1/2	89 1/2	247 1/2	+ 6 1/2
Montreal Street.....	2,652 241 1/2	241 1/2	41 1/2	— 1 1/2
Quebec Ry.....	2,176 116 1/2	115 1/2	108 1/2	— 1 1/2
Loronto Railway.....	150 109 1/2	85 1/2	14 1/2	— 1 1/2
Twin City.....	445 87 1/2	85 1/2	14 1/2	— 1 1/2
Richelieu & Ontario.....	40 15 1/2	14 1/2	25 1/2	— 1 1/2
Amal. Asbestos.....	8 1/2	1 1/2	1 1/2	— 1 1/2
Amal. Asbestos Pref.....	3 26 1/2	25 1/2	1 1/2	— 1 1/2
Black Lake Asbestos.....	1 1/2	1 1/2	1 1/2	— 1 1/2
Black Lake Pref.....	454 182 1/2	181 1/2	80 1/2	— 1 1/2
Can. Cement Com.....	509 81 1/2	80 1/2	94 1/2	— 1 1/2
Can. Cement Pfd.....	94 1/2	94 1/2	110 1/2	— 1 1/2
Can. Con. Rubber Com.....	160 104 1/2	104 1/2	94 1/2	— 1 1/2
Can. Con. Rubber Pfd.....	160 104 1/2	104 1/2	94 1/2	— 1 1/2
Dom. Iron Preferred.....	4,923 63 1/2	61 1/2	124 1/2	— 2 1/2
Dom. Steel Corp.....	15 130 1/2	124 1/2	85 1/2	— 3 1/2
Lake of the Woods Com.....	20 88 1/2	72 1/2	76 1/2	— 1 1/2
Mackay Common.....	100 76 1/2	76 1/2	130 1/2	— 2 1/2
Mackay Preferred.....	1,794 132 1/2	130 1/2	83 1/2	— 1 1/2
Mexican Power.....	264 84 1/2	83 1/2	126 1/2	— 1 1/2
Montreal Power.....	132 128 1/2	126 1/2	90 1/2	— 1 1/2
Nova Scotia Steel Com.....	50 97 1/2	97 1/2	38 1/2	— 1 1/2
Ogilvie Com.....	112 65 1/2	63 1/2	100 1/2	— 2 1/2
Rio Light and Power.....	60 56 1/2	55 1/2	80 1/2	— 1 1/2
Shawinigan.....	500 80 1/2	80 1/2	2,625 2,91 1/2	— 15 1/2
Can. Colored Cotton.....	38 37 1/2	37 1/2	63 1/2	— 2 1/2
Can. Convertors.....	112 65 1/2	63 1/2	100 1/2	— 2 1/2
Dom. Textile Com.....	100 100 1/2	100 1/2	55 1/2	— 1 1/2
Dom. Textile Preferred.....	60 56 1/2	55 1/2	80 1/2	— 1 1/2
Permians Common.....	500 80 1/2	80 1/2	2,625 2,91 1/2	— 15 1/2
Permians Preferred.....	2,625 2,91 1/2	2,91 1/2	2,76 1/2	— 15 1/2
Crown Reserve.....	2,625 2,91 1/2	2,91 1/2	2,76 1/2	— 15 1/2

Bank Statements.

BANK OF ENGLAND.

	Yesterday	Aug. 18, 1910	Aug. 26, 1909
Reserve.....	£10,229,665	£39,921,963	£10,276,789
Notes in circ.....	30,465,000	29,353,000	29,239,274
Notes rec'd.....	29,221,000	28,800,000	27,737,995
Res. to liab.....	62 1/2	53 1/2	5 1/2
Circulation.....	24,312,000	28,412,000	29,477,515
Public Dep.....	17,347,000	17,566,000	9,786,784
Other Dep.....	39,301,000	38,729,000	45,248,320
Gov. secur's.....	16,040,000	16,040,000	15,565,672
Other secur's.....	29,425,000	28,380,000	28,153,303

NEW YORK ASSOCIATED BANKS

	Aug. 20, 1910	August 13, 1910	August 21, 1909
Loans.....	\$1,241,027,700	\$1,233,608,900	\$1,350,390,000
Deposits.....	1,280,200,300	1,271,102,000	1,102,608,300
Circulation.....	47,196,100	48,420,700	50,945,100
Specie.....	36,288,700	302,107,400	291,388,000
Legal Tenders.....	70,489,400	71,411,600	75,824,700
Total Reserves.....	\$370,997,000	\$373,519,600	\$370,213,600
Reserves Req'd.....	320,050,075	317,775,650	350,652,050
Surplus.....	\$50,947,825	55,743,350	\$19,561,550
Ratio of Res'ry.....	29.6	29.4	26.4

NOTE.—Actual amount of government deposits reported was \$1,670,800, against \$1,652,000 last week.

CANADIAN BANK CLEARINGS.

	Week ending Aug. 25, 1910	Week ending Aug. 18, 1910	Week ending Aug. 26, 1909	Week ending Aug. 27, 1908
Montreal.....	\$38,510,284	\$36,553,649	\$39,086,326	\$30,156,435
Toronto.....	24,968,370	26,753,656	24,147,997	21,825,660
Ottawa.....	3,581,695	3,687,862	3,141,074	3,019,027

Traffic Earnings.

CANADIAN PACIFIC RAILWAY.

	1908.	1909.	1910.	Increase
Year to date.....	\$36,230,000	\$41,922,000	\$52,596,000	\$10,674,000
July 31.....	1,470,000	1,627,000	2,165,000	438,000
Week ending.....	1,420,000	1,586,000	1,999,000	413,000
Aug. 7.....	1,420,000	1,586,000	1,999,000	413,000
" 14.....	1,420,000	1,586,000	1,999,000	413,000
" 21.....	1,420,000	1,586,000	1,999,000	413,000

GRAND TRUNK RAILWAY.

	1908.	1909.	1910.	Increase
Year to date.....	\$20,914,656	\$21,717,127	\$24,356,133	\$2,639,006
July 31.....	794,562	832,475	726,508	Dec. 105,967
Week ending.....	778,936	868,402	877,152	8,750
Aug. 7.....	778,936	868,402	877,152	8,750
" 14.....	778,936	868,402	877,152	8,750
" 21.....	778,936	868,402	877,152	8,750

CANADIAN NORTHERN RAILWAY.

	1908.	1909.	1910.	Increase
Year to date.....	\$4,433,000	\$4,877,300	\$7,256,900	\$2,379,600
July 31.....	174,400	195,200	248,200	53,000
Week ending.....	167,600	183,200	233,400	50,400
Aug. 7.....	167,600	183,200	233,400	50,400
" 14.....	167,600	183,200	233,400	50,400
" 21.....	167,600	183,200	233,400	50,400

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY.

	1908.	1909.	1910.	Increase
Year ending.....	52,491	66,250	63,162	Dec. 3,088
July 7.....	52,763	65,521	72,308	2,903
" 14.....	50,660	69,495	72,308	2,903
" 21.....	50,660	69,495	72,308	2,903
" 31.....	50,660	69,495	72,308	2,903

TWIN CITY RAPID TRANSIT COMPANY.

	1908.	1909.	1910.	Increase
Year to date.....	\$3,551,512	\$3,851,169	\$4,220,439	\$369,270
July 31.....	132,633	143,073	147,816	4,773
Week ending.....	126,282	142,117	148,955	6,838
Aug. 7.....	126,282	142,117	148,955	6,838
" 14.....	126,282	142,117	148,955	6,838

DETROIT UNITED RAILWAY.

	1908.	1909.	1910.	Increase
Year ending.....	152,929	180,101	207,522	27,421
July 7.....	139,540	153,046	208,809	55,763
" 14.....	140,431	160,428	199,542	39,114
" 21.....	140,431	160,428	199,542	39,114
" 31.....	140,431	160,428	199,542	39,114

HALIFAX ELECTRIC TRAMWAY COMPANY.

	1908.	1909.	1910.	Increase
Year ending.....	3,982	5,057	5,071	14
Aug. 7.....	4,637	5,011	5,420	409
" 14.....	4,637	5,011	5,420	409
" 21.....	4,637	5,011	5,420	409