

## Stock Exchange Notes

Thursday, 16th December, 1909.

Lake of the Woods Common, "Soo" Common, Montreal Power and Dominion Iron Common were the features, and all closed at good gains, the advance running to 4 3-4 points in the case of Lake of the Woods. Crown Reserve was inactive and closes ten cents down with 4.55XD bid on sales of 3,110 shares. Soo Common sold up to 144 but reacted to 140 bid at the close, a net gain of 3 3-4 points. Dominion Coal Common now selling ex-dividend, closed strong, and Toronto Railway, Twin City and Richelieu are all higher. Shawinigan closed with par bid ex-rights on sales of some 1,817 shares. The general feeling favours higher figures in the local market, although the tendency for trading to slacken during the holiday season is already in evidence. The Bank of England rate remains at 4 1-2 per cent.

Call money in Montreal.....	5 %
Call money in New York.....	5 %
Call money in London.....	4 %
Bank of England rate.....	4 1/2 %
Consols.....	82 1/2 %
Demand Sterling.....	9 1/2 %
Sixty days' sight Sterling.....	9 %

The quotations at continental points were as follows:—

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

### SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Dec. 9th.	Closing bid. to-day.	Net change
Canadian Pacific.....	2,507	181 1/2 XR	180 1/2 XD	- 1 1/2
"Soo" Common.....	3,264	136 1/2	140	+ 3 1/2
Detroit United.....	383	64 1/2	65	+ 1/2
Halifax Tram.....	276	121	122 1/2	+ 1 1/2
Illinois Preferred.....	253	94	92 XD	- 2
Montreal Street.....	652	214 1/2	214 1/2	—
Quebec Railway.....	625	67 1/2	65 1/2	- 2
Toronto Railway.....	2,070	125 1/2	126 1/2	+ 1/2
Twin City.....	375	112	112 1/2	+ 1/2
Richelieu & Ontario.....	953	88 1/2	89 1/2	+ 1
Can. Con. Rubber Com.....	500	93	94 1/2	+ 1 1/2
Can. Con. Rubber Pfd.....	115	—	—	—
Dom. Coal Com.....	3,030	91 1/2	91 1/2 XD	+ 1/2
Dom. Iron Common.....	17,365	69 1/2	71 1/2	+ 1 1/2
Dom. Iron Preferred.....	624	136 1/2	136 1/2	—
Dom. Iron Bonds.....	\$60,000	95	95 1/2	+ 1/2
Lake of the Woods Com.....	946	129	133 1/2	+ 4 1/2
Mackay Common.....	403	—	90 1/2 XD	—
Mackay Preferred.....	100	—	76 1/2 XD	—
Mexican Power.....	68	—	—	—
Montreal Power.....	3,971	128 1/2	130 1/2	+ 2 1/2
Nova Scotia Steel Com.....	1,032	82 1/2	83 1/2	+ 1
Ogilvie Com.....	595	137 1/2	138 1/2	+ 1 1/2
Rio Light and Power.....	225	91	—	—
Shawinigan.....	1,817	102 1/2	100 XR	- 1/2
Can. Colored Cotton.....	59	—	59	—
Can. Convertors.....	43	—	43	—
Dom. Textile Com.....	1,290	72	71 1/2	- 1/2
Dom. Textile Preferred.....	75	104	103 1/2	- 1/2
Montreal Cotton.....	—	—	128	—
Pennams Common.....	525	57 1/2	58 1/2	+ 1 1/2
Crown Reserve.....	3,110	4.75	4.55 XD	- 10
Nipissing.....	—	—	—	—

MONTREAL BANK CLEARINGS for week ending December 16th, 1909, were \$48,993,841. For the corresponding weeks of 1908 and 1907 they were \$33,325,810 and \$28,227,715 respectively.

TORONTO CLEARINGS for week ending December 16, 1909, were \$31,601,779. For the corresponding weeks of 1908 and 1907, they were \$27,071,042 and \$21,924,928 respectively.

THE BANK OF ENGLAND statement this week shows reserve to have decreased by £1,352,000 to £24,653,000. The ratio of reserves to liabilities decreased from 56.7 p.c. to 54.3 p.c.

OTTAWA BANK CLEARINGS for week ending December 16, 1909 were \$3,430,896. For the corresponding weeks of 1908 and 1907 they were \$3,129,757 and \$3,106,787 respectively.

MR. JOHN A. ROBERTSON, Toronto, Western secretary of the C. F. U. A. was in Montreal this week.

## 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

CANADIAN PACIFIC RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
Nov. 30.....	\$68,425,600	\$63,293,900	\$75,824,900	\$12,528,000
Week ending.	1907.	1908.	1909.	Increase
Dec. 7.....	1,539,000	1,548,000	1,905,000	357,000

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

DULUTH, SOUTH SHORE & ATLANTIC.				
Year to date.	1907.	1908.	1909.	Increase
Nov. 7.....	61,247	53,381	65,478	12,097
" 14.....	60,289	60,011	69,547	9,536
" 21.....	61,940	53,242	59,476	6,234
" 30.....	85,949	66,425	68,233	1,858

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.....	61,982	66,437	74,381	7,944

TORONTO STREET RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
Nov. 30.....	\$3,097,841	\$3,222,236	\$3,514,885	\$292,649
Week ending.	1907.	1908.	1909.	Increase
Dec. 7.....	63,577	68,018	75,233	7,215

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
Nov. 7.....	116,553	123,363	134,566	11,203
" 14.....	111,970	119,850	129,300	9,450
" 21.....	116,449	122,580	137,196	14,611
" 30.....	150,048	155,900	172,331	16,431

DETROIT UNITED RAILWAY.				
Year to date.	1907.	1908.	1909.	Increase
Nov. 7.....	122,522	124,023	146,564	22,541
" 14.....	121,389	123,045	148,766	25,721
" 21.....	119,124	123,043	141,721	18,678
" 30.....	161,853	162,116	194,361	32,245

HALIFAX ELECTRIC TRAMWAY CO., LTD.				
Railway Receipts.				
Year to date.	1907.	1908.	1909.	Increase
Dec. 7.....	2,854	3,151	3,465	314

HAVANA ELECTRIC RAILWAY CO.				
Year to date.	1907.	1908.	1909.	Increase
Dec. 5.....	38,951	41,510	2,550	2,550
" 12.....	35,687	40,896	5,209	5,209

A CABLE THIS WEEK to the New York Journal of Commerce announced that Stearns and Hammick, of the Stearns group of Lloyds, London, underwriters, were insolvent. Policies issued by them during this year are subject to the general guarantee of the committee. "The Stearns group did quite a large and aggressive American fire business," says The Journal of Commerce, "and this complication following hard after several Lloyds, London, failures will attract much attention."