## Stock Exchange Notes

Wednesday, March 23, 1910.

The movement in Montreal Street carried the price up to 254¾ and over 15,000 shares were traded in up to the close to-night. The high figure was not held and the closing bid of 247½ shows a nett gain of 8¾ points for the week. Nova Scotia Common was firm and in demand, while Montreal Power and Quebec Railway were also decided favorites in the trading. The turnover in Dominion Iron Common involved over 12,000 shares and altogether this week saw a buoyant and broad market, although a halt has now been called for the time being. The underlying factor in the Street Railway buying is still a mystery, but it seems to be granted that it comes from a strong source. Montreal Power touched a new high level at 139 and Shawinigan was also a sharer in the upward tendency of the Street Power group. The market will be closed from to-morrow night till Tuesday morning for the Easter recess.

| | |
|---|---|
| Call money in Montreal | 5 % |
| Call money in New York | 2⅞% |
| Call money in London | 3 % |
| Bank of England rate | 4 % |
| Consols | 81 1/16% |
| Demand Sterling | 9⅝% |
| Sixty days' sight Sterling | 8⅞% |

The quotations at continental points were as follows :—

| | Market. | Bank. |
|---|---|---|
| Paris | 2 7-16 | 3 |
| Berlin | 3⅝ | 4 |
| Amsterdam | 3½ | 4 |
| Vienna | 3⅝ | 3½ |
| Brussels | 4 | 4½ |

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

| Security. | Sales. | Closing bid. Mch. 17, 1910. | | Closing bid. to-day. | | Net change | |
|---|---|---|---|---|---|---|---|
| Canadian Pacific | 160 | 178½ | XD | 178⅝ | XD | + | ⅛ |
| "Soo" Common | 500 | 143 | | 143¼ | | + | ¼ |
| Detroit United | 91 | 63¾ | | 63⅜ | | — | ⅜ |
| Duluth Superior | 75 | 71½ | | 71 | XD | + | 1¼ |
| Halifax Tram | 98 | .. | | .. | XD | — | .. |
| Illinois Preferred | 108 | 90½ | XD | 90½ | XD | — | .. |
| Montreal Street | 15,141 | 238¾ | | 247½ | | + | 8¾ |
| Quebec Ry | 4,570 | 36 | | 36⅞ | | + | ⅞ |
| Toronto Railway | 1,761 | 122¼ | XD | 124 | XD | + | 1¾ |
| Twin City | 1,285 | 113¾ | | 114¾ | | + | 1 |
| Richelieu & Ontario | 182 | 85½ | | 85 | | — | ½ |
| Amal. Asbestos | 275 | 27¾ | | 28 | | + | ¼ |
| Do. Pref | .. | .. | XD | .. | XD | — | .. |
| Black Lake Asbestos | 152½ | 22 | | 22¼ | | + | ¼ |
| " " Prefd | 2¾ | .. | | 63 | | — | .. |
| Can. Con. Rubber Com | 125 | 99 | | 98 | | — | 1 |
| Can. Con. Rubber Pfd | .. | .. | | .. | | — | .. |
| Dom. Coal Com | 705 | 80¼ | XD | 77 | XD | — | 3¼ |
| Dom. Iron Common | 12,405 | 70 | | 68⅛ | | — | 1⅞ |
| Dom. Iron Preferred | 551 | 107½ | XD | 107 | XD | — | ½ |
| Dom. Iron Bonds | $61,000 | 96¼ | | 96¼ | | — | .. |
| Lake of the Woods Com | 146 | 145 | XD | 145½ | XD | + | ½ |
| Mackay Common | 100 | 89 | XD | 89 | XD | — | .. |
| Mackay Preferred | 19 | 76¾ | XD | .. | XD | — | .. |
| Mexican Power | .. | 80 | | 79¼ | | — | ¾ |
| Montreal Power | 8,403 | 135 | | 136¾ | | + | 1¾ |
| Montreal Steel Works | .. | .. | | .. | | + | .. |
| Nova Scotia Steel Com | 4,838 | 87¼ | | 90¼ | | + | 3 |
| Ogilvie Com | 256 | .. | | 138½ | | — | ... |
| Rio Light and Power | 150 | 95⅝ | | 94¼ | | — | 1⅜ |
| Shawinigan | 848 | .. | | 102⅛ | | — | .. |
| Can. Colored Cotton | 75 | 63 | | 63 | | — | .. |
| Can. Convertors | 25 | 44 | | 42½ | | — | 1½ |
| Dom. Textile Com | 625 | 71¾ | XD | 72⅛ | XD | + | ⅜ |
| Dom. Textile Preferred | 49 | 103 | | 104 | | + | 1 |
| Montreal Cotton | 18 | 131 | | 131 | | — | .. |
| Penmans Common | 175 | 62 | | 61¾ | | — | ¼ |
| Penmans Preferred | .. | 85 | | 85 | | — | .. |
| Crown Reserve | 2,503 | .. | | 3.75 | | — | .. |

MONTREAL BANK CLEARINGS for week ending March 24th, 1910, were $43,697,745. For the corresponding weeks of 1909 and 1908 they were $28,777,207 and $23,876,086 respectively.

TORONTO CLEARINGS for week ending March 24th, 1910, were $29,697,806. For the corresponding weeks of 1909 and 1908 they were $22,891,382 and $17,418,403 respectively.

## 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 |
|---|---|---|---|---|
| Feb. 28 | $5,126,211 | $5,169,887 | $6,118,721 | $948,834 |
| Week ending. | 1908. | 1909. | 1910. | Increase |
| Mar. 7 | 615 110 | 624,373 | 769,177 | 144,804 |
| " 14 | 677,895 | 709,819 | 832,620 | 122,801 |

CANADIAN PACIFIC RAILWAY.

| Year to date. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 28 | $8,474,000 | $9,530,000 | $11,820,000 | $2,290,000 |
| Week ending. | 1908. | 1909. | 1910. | Increase |
| Mar. 7 | 1,103,000 | 1,380,000 | $1,597.000 | 217 000 |
| " 14 | 1,220,000 | 1,461,000 | 1,615,000 | 154,000 |

CANADIAN NORTHERN RAILWAY.

| Year to date. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 28 | $1,063,800 | $1,028,800 | $1,491,100 | $462,300 |
| Week ending. | 1908. | 1909. | 1910. | Increase |
| Mar. 7 | 133,300 | 140,200 | 195,100 | 54,900 |
| " 14 | 132,760 | 148,900 | 190,600 | 41,700 |
| " 21 | ...... | 169,400 | 221,500 | 52,100 |

DULUTH, SOUTH SHORE & ATLANTIC.

| Week ending. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 7 | 38,370 | 50,015 | 51,323 | 1,308 |
| " 14 | 47,470 | 46,827 | 50,141 | 3,314 |
| " 21 | 51,954 | 51,054 | ...... | .... |
| " 28 | 50,136 | 45,118 | ...... | .... |

MONTREAL STREET RAILWAY.

| Year to date. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 28 | $545,616 | $572,687 | $623,075 | $50,388 |
| Week ending. | 1908. | 1909. | 1910. | Increase |
| Mar. 7 | 64,543 | 65,446 | 75,959 | 10,513 |
| " 14 | 64,682 | 66,254 | 73,877 | 7,622 |

TWIN CITY RAPID TRANSIT COMPANY.

| Year to date. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 28 | $915,635 | $999,340 | $1,108,769 | $109,429 |
| Week ending. | 1908. | 1909. | 1910. | Increase |
| Mar. 7 | 107,080 | 122,191 | 133,959 | 11,768 |
| " 14 | ...... | 118,900 | 131,994 | 13,094 |

DETROIT UNITED RAILWAY.

| Week ending. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Feb. 7 | 101,557 | 124,007 | 142,553 | 18,546 |
| " 14 | 105,210 | 115,792 | 142,362 | 26,570 |
| " 21 | 104,334 | 123,198 | 141,461 | 18,263 |
| " 28 | ...... | 122,340 | 139,868 | 17,528 |

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

| Week ending. | 1908. | 1909. | 1910. | Increase |
|---|---|---|---|---|
| Mar. 7 | 2,911 | 3,069 | 3,610 | 541 |
| " 14 | 2,857 | 2,987 | 3,435 | 448 |

HAVANA ELECTRIC RAILWAY CO.

| Week ending | 1909. | 1910. | Increase |
|---|---|---|---|
| Mar. 6 | 41,516 | 42,893 | 1,377 |
| " 13 | 39,596 | 41,969 | 2,373 |
| " 20 | 38,323 | 40,290 | 1,967 |

THE MONTREAL HARBOUR LOAN of $6,000,000 will soon be at the disposal of the Commission. Referring to it, in the House, this week, Hon. Mr. Fielding said that the plans of the commissioners were large and generous, and he quite expected that when this loan of $6,000,000 was exhausted more would have to be provided. The Government, in lending $6,000,000 for the next three years, was looking as far ahead as necessary. The Government has in the past loaned the commission $11,170,000, to which this $6,000,000 would now have to be added.