

## Stock Exchange Notes

Montreal, Thursday, January 21, 1909.

Mexican Power was easily the leader in activity and advance in this week's market. Over 17,000 shares changed hands and the stock advanced to 88 3-4, reacting to 86 1-8 at the close, a net gain of 7 5-8 points. The struggle for control between the Mexican tramway faction and the Mexican Power interests is, of course, the responsible cause for the extraordinary trading in this security. Montreal Power holds firm at the high price level established and is in good demand around 116. Crown Reserve was not so prominent this week and reacted almost 20 cents in price, from 2.81 1-2 to 2.62. Toronto Railway was a feature, and, after weeks of dullness and small price improvement, sold up to 113 1-4, closing with 112 3-4 bid. The Textile Stocks have recovered and were in good demand at the close, while Penmans, Ltd. was a decided factor in the week's business. It advanced on active trading from 47 1-2 to 53 1-4 and closed with 50 3-4 bid, a net gain of 3 1-4 points. The whole list closed fairly strong, and while reactions may be looked for, from time to time, the general tendency is upward, and money is easy.

Call money in Montreal.....	4%
Call money in New York.....	1 1/2%
Call money in London.....	2 1/2%
Bank of England rate.....	3%
Consols.....	83 1/2
Demand Sterling.....	9 1/2
Sixty days' sight Sterling.....	9 1/2

The quotations at continental points were as follows:—

	Market.	Bank.
Paris.....	2 1/2	3
Berlin.....	2 1/2	4
Amsterdam.....	2 1/2	4
Brussels.....	3 1/2	4
Vienna.....	2 3-16	3

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

Security.	Sales.	Closing bid. Jan. 15th.	Closing bid. to-day.	Net change
Canadian Pacific.....	225	175 1/2	176	+
"Soo" Common.....	325	144 1/2	144 1/2	—
Montreal Street.....	420	207 1/2 XD	207 XD	—
Toronto Railway.....	1,265	110	112 1/2	+
Twin City.....	599	100	99 1/2	—
Detroit United.....	850	57 1/2	57	—
Toledo Railways.....	295	11	13 1/2	+
Illinois Preferred.....	1,439	93 1/2	94 1/2	+
Halifax Tram.....	15	106	106 1/2	+
Richelieu & Ontario.....	827	79	79 1/2	+
Mackay Common.....	160	74	70	—
Mackay Preferred.....	251	69 1/2	69	—
Montreal Power.....	2,016	116	116 1/2	+
Dom. Iron Common.....	960	19 1/2	20 1/2	+
Dom. Iron Preferred.....	400	71	72	+
Dom. Iron Bonds.....	\$5,000	79	79 1/2	+
Nova Scotia Steel Com.....	184	58 1/2	57	—
Dom. Coal Com.....	150	57 1/2	57	—
Lake of the Woods Com.....	480	92 1/2	101 1/2	+
Dom. Textile Preferred.....	220	102 1/2	102 1/2	—
Shawinigan.....	2,075	—	89 XD	—
Mexican Power.....	17,632	78 1/2	86 1/2	+
Rio Power.....	52	81	—	—
Crown Reserve.....	31,275	2.81 1/2	2.62	—

MONTREAL BANK CLEARINGS for week ending January 21st, 1909, were \$31,379,909. For the corresponding weeks of 1908 and 1907 they were \$26,684,474 and \$26,650,331 respectively.

TORONTO BANK CLEARINGS for the week ending January 21st, 1909, were \$26,991,024. For the corresponding weeks of 1908 and 1907 they were \$21,753,658 and \$24,780,145 respectively.

OTTAWA BANK CLEARINGS for the week ending January 14, 1909, were \$3,659,803 and for corresponding week in 1908 they were \$3,006,480.

CANADIAN BANK CLEARINGS for the week ending January 14, 1909, were \$92,698,646, as against \$75,865,120, and \$81,929,324 in the corresponding weeks of 1908 and 1907, respectively.

HON. GEORGE P. GRAHAM, minister of railways and canals, announces that neither the sale nor the lease of the Intercolonial is contemplated. Nothing specific is said as to the appointment of a non-partizan managing commission in the matter.

## 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,	1906.	1907.	1908.	Decrease
Dec. 31.....	\$41,576,540	\$44,900,468	\$38,777,013	\$6,123,455
Week ending.	1907.	1908.	1909.	Decrease
Jan. 7.....	756,517	667,238	536,240	130,998
" 14.....	768,754	622,730	645,218	Inc. 22,488

### CANADIAN PACIFIC RAILWAY.

Year to date..	1906.	1907.	1908.	Decrease
Dec. 31.....	\$67,142,000	\$74,780,000	\$70,174,000	\$4,606,000
Week ending.	1907.	1908.	1909.	Decrease
Jan. 7.....	1,059,000	1,077,000	1,098,000	21,000
" 14.....	899,000	930,000	970,000	40,000

### CANADIAN NORTHERN RAILWAY.

Year to date.	1906.	1907.	1908.	Decrease
July 31.....	\$6,166,900	\$8,032,600		\$2,265,700
Week ending.	1907.	1908.	1909.	Decrease
Jan. 7.....	107,100	141,200	145,300	4,100
" 14.....	81,300	137,900	117,200	Dec. 20,700

### DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1907.	1908.	1909.	Decrease
Jan. 7.....	51,709	42,708	41,835	873

### MONTREAL STREET RAILWAY.

Year to date.	1906.	1907.	1908.	Increase
Dec. 31.....	\$2,819,679	\$3,516,304	\$3,586,920	\$70,616
Week ending.	1907.	1908.	1909.	Increase
Jan. 7.....	62,218	64,768	67,372	2,604
" 14.....	58,395	61,739	65,072	3,333

### TORONTO STREET RAILWAY.

Year to date.	1906.	1907.	1908.	Increase
Dec. 31.....	\$2,786,936	\$3,384,786	\$3,531,692	\$146,906
Week ending.	1907.	1908.	1909.	Increase
Jan. 7.....	57,892	61,702	64,971	3,269
" 14.....	57,725	59,842	65,370	5,528

### TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1906.	1907.	1908.	Increase
Dec. 31.....	\$5,592,079	\$6,020,542	\$6,333,297	\$312,755
Week ending.	1907.	1908.	1909.	Increase
Jan. 7.....	102,959	105,421	117,399	11,978

### DETROIT UNITED RAILWAY.

Week ending.	1906.	1907.	1908.	Increase
Jan. 7.....	106,048	111,879	121,007	9,128

### HALIFAX ELECTRIC TRAMWAY CO., LTD. Railway Receipts.

Week ending.	1907.	1908.	1909	Increase
Jan. 7.....	2,904	2,962	3,288	326
" 14.....	2,776	3,018	3,129	111

### HAVANA ELECTRIC RAILWAY CO.

Week ending.	1908.	1909.	Increase
Jan. 3.....	37,484	36,035	Dec. 1,449
" 10.....	34,117	35,009	872
" 17.....	32,558	36,753	4,195

**WANTED.**—Position as Inspector for first class Company, by man of practical experience, Ontario preferred.

Address,

X. Y c/o THE CHRONICLE

P. O. Box 578, Montreal.