Stock Exchange Notes

Thursday, 21st October, 1909.

Dominion Iron Common sold up to 61 on Monday, a new record on this movement. The high level was not held and the stock closed at a net gain of 1-4 point on sales of 28,371 shares. Dominion Coal Common was a prominent issue and gained 2 1-4 points. The milling stocks were also strong and both Lake of the Woods and Ogilvie show gains for the week, the former improving over 6 points in price on transactions involving over 4,500 shares. Canadian Pacific was traded in for an even 500 shares and shows a decline of 2 5-8 points. Montreal Power was fairly active but closes over a point lower than a week ago. Canadian Colored Cotton had one of its periodic spasms of activity and gained over 3 points on sales of about 1,200 shares. Crown Reserve was inactive and closes 10 cents down with 5.60 bid. A good deal of interest centered in La Rose, in the unlisted department, and the announcement of the new Canadian additions to the directorate meets with approval. The Bank of England rate was again advanced this week, this time to 5 per cent.

Call money in Montreal	4½%
Call money in New York	4½%
Call money in London	3½%
Bank of England rate	5 %
Consols	82¼%
Demand Sterling	9 9-16%
Sixty days' sight Sterling	8¾%

The quotations at continental points were as follows: —

	Market.	Bank.
Paris	2⅞	3
Berlin	4⅛	5
Vienna	3⅞	4
Amsterdam	2 11-16	3
Brussels	3¼	3½

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. Oct. 14th.	Closing bid. to-day.	Net change
Canadian Pacific	500	185¾	183⅛	− 2⅝
"Soo" Common	225	139	..	− ..
Detroit United	480	68	67⅞	− ⅛
Halifax Tram	125	..	116¾	− ..
Illinois Preferred	226	92	92⅜	+ ⅜
Montreal Street	987	210½ XD	210½ XD	− ..
Quebec Railway	250	66	66	− ..
Toledo Railways	..	8	..	− ..
Toronto Railway	589	124¼	123½	− ¾
Twin City	201	109	107¾ XD	− ¼
Richelieu & Ontario	140	85	85¼	+ ¼
Can. Con. Rubber Com.	1,150	102¾	100¼	− 2½
Can. Con. Rubber Pfd.	..	120	120	− ..
Dom. Coal Com	3,612	89¼	91½	+ 2¼
Dom. Iron Common	28,371	58⅛	58⅜	+ ¼
Dom. Iron Preferred	916	133¼	132	− 1¼
Dom. Iron Bonds	$17,000	96	95	− 1
Lake of the Woods Com	4,517	138¾	144⅞	+ 6⅛
Mackay Common	125	90	91¼	+ 1¼
Mackay Preferred	96	76	75	− 1
Mexican Power	25	71	..	− ..
Montreal Power	1,719	124¾	123½	− 1¼
Nova Scotia Steel Com	270	72¼	70	− 2¼
Ogilvie Com	3,133	137⅛	138¾	+ 1⅝
Rio Light and Power	50	..	..	− ..
Shawinigan	..	..	..	− ..
Can. Colored Cotton	1,177	58	61¼	+ 3¼
Can. Convertors	105	45	44	− 1
Dom. Textile Com	1,247	78¼	76¾	− 1½
Dom. Textile Preferred	31	107½	106½	− 1
Montreal Cotton	33	130	130	− ..
Penmans Common	608	57	57½	+ ½
Crown Reserve	7,732	5.70	5.60	− 10
Nipissing	53	..	..	− ..

QUEBEC CONFLAGRATION insurance losses are about $450,000 with a property loss of approximately $1,100,000. The Custom House was not insured. The total premium income of fire companies doing business in Quebec city, amounts to approximately $400,000 per annum, from which have to be deducted taxes and expenses. See loss details over page.

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
Sept. 30	$33,138,124	$28,184,292	$29,545,530	$1,361,238
Week ending.	1907.	1908.	1909.	Increase
Oct. 7	920,606	817,362	902,777	85,415
" 14	935,632	840,583	914,860	74,277

CANADIAN PACIFIC RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Sept. 30	$54,578,000	$48,791,000	$57,222,000	$8,431,000
Week ending.	1907.	1908.	1909.	Increase
Oct. 7	1,497,000	1,599,000	2,175,000	576,000
" 14	1,501,000	1,611,000	2,138,000	527,000

CANADIAN NORTHERN RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Sept. 30	$8,032,600	$6,082,100	$6,761,200	$679,100
Week ending.	1907.	1908.	1909.	Increase
Oct. 7	182,600	246,400	798,200	51,800
" 14	208,100	265,300	300,600	35,300

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1907.	1908.	1909.	Increase
Oct. 7	65,048	56,202	76,529	20,327

MONTREAL STREET RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Sept. 30	$2,624,126	$2,680,644	$2,844,624	$163,980
Week ending.	1907	1908.	1909.	Increase
Oct. 7	70,966	69,856	77,028	7,172
" 14	69,647	68,918	78,795	9,877

TORONTO STREET RAILWAY.

Year to date.	1907.	1908.	1909.	Increase
Sept. 7	$2,528,163	$2,628,421	$2,856,562	$228,141
Week ending.	1907.	1908.	1909.	Increase
Oct. 7	67,108	67,732	74,828	7,096
" 14	65,839	67,882	76,274	8,392

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1907.	1908.	1909.	Increase
Sept. 30	$4,512,291	$4,717,421	$5,124,271	$406,850
Week ending.	1907.	1908.	1909	Increase
Oct. 7	119,338	123,989	136,414	12,425

DETROIT UNITED RAILWAY.

Week ending.	1907.	1908.	1909.	Increase
Oct. 7	130,913			

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1907.	1908.	1909.	Increase.
Oct. 7	4,807	3,349	5,388	2,039
" 14	2,858	3,301	4,001	700

HAVANA ELECTRIC RAILWAY CO.

Week ending	1908.	1909	Increase
Oct. 3	34,030	38,293	4,263
" 10	34,518	35,478	960
" 17	33,859	37,769	3,910

MONTREAL BANK CLEARINGS for week ending October 21st, 1909, were $44,046,153. For the corresponding weeks of 1908 and 1907 they were $32,653,384 and $35,934,723 respectively.

TORONTO CLEARINGS for week ending October 21, 1909, were $32,487,956. For the corresponding weeks of 1908 and 1907, they were $25,502,736 and $25,555,033 respectively.

OTTAWA BANK CLEARINGS for week ending October 21, 1909, were $3,801,992. For the corresponding weeks of 1908 and 1907 they were $3,689,883 and $3,241,091.

CANADIAN BANK CLEARINGS for week ending Oct. 14th, 1909, were $122,142,542. For the corresponding week of 1908 they were $89,063,906.

THE BANK OF ENGLAND statement this week shows reserve to have decreased by £627,000 to £22,323,000. The ratio of reserves to liabilities increased from 44.09 p.c. to 47.58 p.c.