

## Stock Exchange Notes

Thursday, 5th August, 1909.

The usual midsummer let-up in stock trading seems to have at last set in, but despite this there was fairly active trading in several stocks this week, Dominion Iron Common and Montreal Power being the most prominent securities. Nova Scotia Steel Common, Detroit United and Canadian Pacific were also in good demand at higher prices, and Scotia advanced to 73, a new high level for the year, while Canadian Pacific touched 189. International Portland Cement, which is now selling ex-dividend of 5 p.c., closed 185 1/4 X D bid. The cement merger is now well under way, and it is understood that the underwriting is practically completed. The amalgamation will take in seven or eight plants of which the International will be one and the capitalization will be \$30,000,000. Crown Reserve advanced to a new high level of \$4.08, reacting later to \$3.87 and closing \$3.91 bid, a net loss of 4 cents for the week on sales of some 24,000 shares. Lake of the Woods closed at an advance of a point while Ogilvie Common is down fractionally over two points. The undertone is firm, but if the market gets very dull prices may slide off in the meantime. The Bank of England rate remains unchanged.

|                                 |           |
|---------------------------------|-----------|
| Call money in Montreal.....     | 4%        |
| Call money in New York.....     | 2%        |
| Call money in London.....       | 1/2%      |
| Bank of England rate.....       | 8 1/4     |
| Consols.....                    | 99 16 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.....     | 1 3-16  | 3     |
| Berlin.....    | 2 1/2   | 3 1/2 |
| Amsterdam..... | 1 11-16 | 2 1/2 |
| Brussels.....  | 3 1/4   | 4     |
| Vienna.....    | 1 1/2   | 3     |

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

| security.                   | Sales.  | Closing bid. July 29th. | Closing bid. to-day. | Net change |
|-----------------------------|---------|-------------------------|----------------------|------------|
| Canadian Pacific.....       | 1,659   | 185 1/2                 | 186 1/2              | + 1        |
| "Soo" Common.....           | 375     | 143                     | 143 1/2              | + 1/2      |
| Detroit United.....         | 1,785   | 67 1/2                  | 68                   | + 1/2      |
| Halifax Tram.....           | 20      | 115 1/2                 | 115 1/2              | —          |
| Illinois Preferred.....     | 606     | 96 1/2                  | 95 1/2               | - 1        |
| Montreal Street.....        | 183     | 215                     | 214                  | - 1        |
| Quebec Railway.....         | 15      | 57 1/2                  | 57                   | - 1/2      |
| Toledo Railways.....        | 5       | ..                      | ..                   | ..         |
| Toronto Railway.....        | 832     | 126                     | 125 1/2              | - 1/2      |
| Twin City.....              | 40      | 103 XD                  | 103 1/2 XD           | + 1/2      |
| Richelieu & Ontario.....    | 111     | 83                      | 82 1/2               | - 1/2      |
| Can. Con. Rubber Com.....   | ..      | 97 1/2                  | 96                   | - 1 1/2    |
| Can. Con. Rubber Pfd.....   | ..      | 122 1/2                 | 120                  | - 2 1/2    |
| Dom. Coal Com.....          | 76      | 77 1/2                  | 76 1/2               | - 1 1/2    |
| Dom. Iron Common.....       | 2,790   | 45 1/2                  | 45 1/2               | —          |
| Dom. Iron Preferred.....    | 710     | 128 1/2                 | 128 1/2              | —          |
| Dom. Iron Bonds.....        | 337,000 | 96 1/2                  | 96                   | - 1/2      |
| Lake of the Woods Com.....  | 975     | 128 1/2                 | 129 1/2              | + 1        |
| Mackay Common.....          | 906     | 83                      | 83 1/2               | + 1/2      |
| Mackay Preferred.....       | 50      | 73 1/2                  | 73                   | - 1/2      |
| Mexican Power.....          | 540     | 64                      | 66                   | + 2        |
| Montreal Power.....         | 2,598   | 127 1/2                 | 124 1/2 XD           | - 1 1/2    |
| Nova Scotia Steel Com.....  | 1,871   | 67 1/2                  | 72                   | + 4 1/2    |
| Ogilvie Com.....            | 318     | 128 1/2                 | 126 1/2              | - 2 1/2    |
| Rio Light and Power.....    | 200     | 84                      | 85 1/2               | + 1 1/2    |
| Shawinigan.....             | ..      | 90                      | 90                   | —          |
| Can. Colored Cotton.....    | 100     | 52 1/2                  | 52 1/2               | —          |
| Can. Convertors.....        | 25      | 42 1/2                  | 42 1/2               | + 1/2      |
| Dom. Textile Com.....       | 836     | 75 1/2                  | 75 1/2               | —          |
| Dom. Textile Preferred..... | 50      | 107 1/2                 | 107                  | - 1/2      |
| Montreal Cotton.....        | 10      | 124 1/2                 | 129                  | + 4 1/2    |
| Penmans Common.....         | 295     | 56 1/2                  | 55 1/2 XD            | + 1 1/2    |
| Crown Reserve.....          | 24,310  | 395                     | 391                  | - 4        |

MONTREAL BANK CLEARINGS for week ending August 5, 1909, were \$32,903,036. For the corresponding weeks of 1908 and 1907 they were \$26,465,714 and \$29,773,076 respectively.

TORONTO CLEARINGS for week ending August 5, 1909, were \$23,452,160. For the corresponding weeks of 1908 and 1907, they were \$19,897,438 and \$20,662,150 respectively.

BANK OF ENGLAND.—Reserve decreased 1 1/2 by £1,041,000 to £26,816,000. Ratio decreased from 51.31 p.c. to 50.70 p.c.

## 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  |
| June 30.....         | \$21,039,376 | \$17,594,542 | \$18,225,933 | \$631,391 |
| Week ending.         | 1907.        | 1908.        | 1909.        | Increase  |
| July 7.....          | 861,217      | 728,831      | 768,409      | 39,578    |
| " 14.....            | 892,592      | 749,015      | 789,746      | 40,731    |
| " 21.....            | 889,193      | 729,702      | 765,672      | 35,970    |
| " 31.....            | 1,307,945    | 1,112,566    | 1,167,357    | 54,791    |

| CANADIAN PACIFIC RAILWAY. |              |              |              |             |
|---------------------------|--------------|--------------|--------------|-------------|
| Year to date.             | 1907.        | 1908.        | 1909.        | Increase    |
| June 30.....              | \$34,427,600 | \$30,034,000 | \$34,918,000 | \$4,884,000 |
| Week ending.              | 1907.        | 1908.        | 1909.        | Increase    |
| July 7.....               | 1,542,000    | 1,399,000    | 1,611,000    | 212,000     |
| " 14.....                 | 1,551,000    | 1,407,000    | 1,621,000    | 214,000     |
| " 21.....                 | 1,525,000    | 1,400,000    | 1,502,000    | 102,000     |
| " 31.....                 | 2,282,000    | 1,990,000    | 2,270,000    | 280,000     |

| CANADIAN NORTHERN RAILWAY. |             |             |             |           |
|----------------------------|-------------|-------------|-------------|-----------|
| Year to date.              | 1907.       | 1908.       | 1909.       | Increase  |
| June 30.....               | \$3,577,000 | \$3,704,500 | \$4,033,800 | \$329,300 |
| Week ending.               | 1907.       | 1908.       | 1909.       | Increase  |
| July 7.....                | 207,800     | 152,300     | 179,200     | 26,900    |
| " 14.....                  | 216,600     | 177,500     | 191,300     | 13,800    |
| " 21.....                  | 218,200     | 170,900     | 211,800     | 40,900    |
| " 31.....                  | 296,900     | 227,000     | 261,200     | 33,400    |

| DULUTH, SOUTH SHORE & ATLANTIC. |             |             |             |           |
|---------------------------------|-------------|-------------|-------------|-----------|
| Year to date.                   | 1907.       | 1908.       | 1909.       | Increase  |
| June 30.....                    | \$3,577,000 | \$3,704,500 | \$4,033,800 | \$329,300 |
| Week ending.                    | 1907.       | 1908.       | 1909.       | Increase  |
| July 7.....                     | 62,959      | 52,491      | 66,259      | 13,759    |
| " 14.....                       | 69,900      | 52,703      | 65,521      | 12,818    |
| " 21.....                       | ..          | 50,060      | 69,495      | 19,435    |

| MONTREAL STREET RAILWAY. |             |             |             |          |
|--------------------------|-------------|-------------|-------------|----------|
| Year to date.            | 1907.       | 1908.       | 1909.       | Increase |
| June 30.....             | \$1,652,842 | \$1,734,069 | \$1,823,420 | \$89,351 |
| Week ending.             | 1907.       | 1908.       | 1909.       | Increase |
| July 7.....              | 77,960      | 72,681      | 75,171      | 2,490    |
| " 14.....                | 72,986      | 72,127      | 75,993      | 3,866    |
| " 21.....                | 76,003      | 66,930      | 75,055      | 8,125    |
| " 31.....                | 102,032     | 101,616     | 103,019     | 6,403    |

| TORONTO STREET RAILWAY. |             |             |             |           |
|-------------------------|-------------|-------------|-------------|-----------|
| Year to date.           | 1907.       | 1908.       | 1909.       | Increase  |
| June 30.....            | \$1,576,277 | \$1,673,147 | \$1,811,963 | \$138,816 |
| Week ending.            | 1907.       | 1908.       | 1909.       | Increase  |
| July 7.....             | 69,756      | 70,469      | 77,284      | 6,815     |
| " 14.....               | 67,857      | 68,224      | 74,663      | 6,439     |
| " 21.....               | 67,006      | 66,644      | 71,203      | 4,559     |
| " 31.....               | 959,739     | 3,909       | 106,254     | 12,345    |

| TWIN CITY RAPID TRANSIT COMPANY. |             |             |             |           |
|----------------------------------|-------------|-------------|-------------|-----------|
| Year to date.                    | 1907.       | 1908.       | 1909.       | Increase  |
| June 30.....                     | \$2,828,288 | \$2,952,520 | \$3,217,501 | \$264,981 |
| Week ending.                     | 1907.       | 1908.       | 1909.       | Increase  |
| July 7.....                      | 137,608     | 134,828     | 147,852     | 13,024    |
| " 14.....                        | 126,066     | 137,071     | 136,165     | *Dec. 906 |
| " 21.....                        | 125,037     | 145,432     | 147,414     | 1,982     |

| DETROIT UNITED RAILWAY. |         |         |         |          |
|-------------------------|---------|---------|---------|----------|
| Year to date.           | 1907.   | 1908.   | 1909.   | Increase |
| June 30.....            | 160,652 | 152,929 | 180,067 | 27,138   |
| Week ending.            | 1907.   | 1908.   | 1909.   | Increase |
| July 7.....             | 145,765 | 139,540 | 151,324 | 14,784   |
| " 14.....               | 149,769 | 140,431 | 160,525 | 20,094   |
| " 21.....               | ..      | ..      | ..      | ..       |

| HALIFAX ELECTRIC TRAMWAY CO., LTD. |       |       |       |          |
|------------------------------------|-------|-------|-------|----------|
| Railway Receipts.                  |       |       |       |          |
| Year to date.                      | 1907. | 1908. | 1909. | Decrease |
| June 30.....                       | 3,887 | 4,563 | 4,268 | 295      |
| Week ending.                       | 1907. | 1908. | 1909. | Decrease |
| July 7.....                        | 4,153 | 4,432 | 4,380 | 52       |
| " 14.....                          | 4,799 | 3,966 | 4,452 | Inc 486  |
| " 21.....                          | ..    | ..    | ..    | ..       |

| HAVANA EL-CENTRO RAILWAY CO. |        |        |       |          |
|------------------------------|--------|--------|-------|----------|
| Year to date.                | 1907.  | 1908.  | 1909. | Increase |
| June 30.....                 | 34,870 | 39,825 | 4,955 | 4,955    |
| Week ending.                 | 1907.  | 1908.  | 1909. | Increase |
| Aug. 1.....                  | ..     | ..     | ..    | ..       |

\* The decrease for the second week and the small increase for the third week, due to the fact that the Shriners Convention was held in St. Paul from 13th July to 18th July, 1908.

CANADIAN BANK CLEARINGS for the week ending July 29th, 1909, were \$96,079,635. For the corresponding weeks of 1908 and 1907 they were \$89,086,243 and \$25,291,886 respectively.