Stock Exchange Notes

Montreal, June 29, 1910.

The break in prices on the New York market has had an effect on the local quotations, but although prices are lower all round, and there has been considerable selling, the liquidation has at no time been urgent. In view of the restricted buying demand and the fact that the Exchange will be closed from Thursday afternoon to Tuesday morning next the manner in which stocks were absorbed was satisfactory. Money for new commitments is not easy to obtain and the outlook for the next few weeks points to a dull and possibly a slightly lower market. Crown Reserve was more active, and after weakness in the early part of the week has recovered to a higher level. The dividend payments for the 1st of July make a respectable total, and no doubt investment buying from money thus received will be in evidence. The declines in Canadian Pacific and "Soo" Common were the heaviest, being over seven points and six points respectively. There was selling pressure on Dominion Steel Corporation and the stock touched 60, a break of almost five points. Montreal Street is again below 240 and generally prices show good concessions from recently prevailing quotations. Stocks should be attractive for those willing to go into a declining market and who are prepared to hold.

The Bank of England rate remains at three per cent.

Call money in Montreal	5½%
Call money in New York	2¼%
Call money in London	2½%
Bank of England rate	3 %
Consols	82¼%
Demand Sterling	9½%
Sixty days' sight Sterling	9 %

The quotations at continental points were as follows:—

	Market.	Bank.
Paris	2½	3
Berlin	3½	4
Amsterdam	4⅜	5
Vienna	3¾	4
Brussels	3¾	3½

SUMMARY OF WEEK'S SALES AND QUOTATIONS.

Security.	Sales.	Closing bid. June 23, 1910.	Closing bid. to-day.	Net change.
Canadian Pacific	911	195½	187¾	— 7¾
"Soo" Common	960	138	132	— 6
Detroit United	300	54	52	— 2
Duluth Superior	245	69½ XD	67¼ XD	— 2¼
Halifax Tram	..	121¼ XD	121 XD	— ¼
Illinois Preferred	342	90 XD	89¾ XD	— ¼
Montreal Street	$1,193	243	239¼	— 3¾
Quebec Ry	3,982	41¾	38⅜	— 3⅜
Toronto Railway	210	118 XD	116½ XD	— 1½
Twin City	211	111¼ XD	109 XD	— 2¼
Richelieu & Ontario	201	83	82	— 1
Amal. Asbestos	203	21	20	— 1
Do. Pref	57	..	82	— ..
Black Lake Asbestos	450	..	25¼	— ..
" " Prefd	50	66	64½	— 1½
Can. Cement Com	673	21	20⅞	— ⅛
Do. Pfd	1,871	85⅛	83⅝	— 1½
Can. Con. Rubber Com	..	95 XD	94½ XD	— ½
Can. Con. Rubber Pfd	11	..	..	— ..
Dom. Coal Com	..	..	..	— ..
Dom. Iron Common	..	..	..	— ..
Dom. Iron Preferred	857	103¼	101½	— 1¾
Dom. Iron Bonds	..	94	94	— ..
Dom. Steel Corpn	3,823	64⅝ XD	60¼ XD	— 4⅜
Lake of the Woods Com	126	130	128	— 2
Mackay Common	60	88 XD	86 XD	— 2
Mackay Preferred	..	74 XD	74 XD	— ..
Mexican Power	..	77	76½	— ½
Montreal Power	545	133	131	— 2
Montreal Steel Works	..	..	..	— ..
Nova Scotia Steel Com	1,171	80¾	80⅝	— ⅛
Ogilvie Com	15	.. XD	.. XD	— ..
Rio Light and Power	325	..	94¼	— ..
Shawinigan	350	100	..	— ..
Can. Colored Cotton	25	55	53	— 2
Can. Convertors	..	37	37	— ..
Dom. Textile Com	676	69¼ XD	67 XD	— 2¼
Dom. Textile Preferred	35	103	..	— ..
Montreal Cotton	1	130	..	— ..
Penmans Common	280	58½	58	— ½
Penmans Preferred	..	..	..	— ..
Crown Reserve	21,190	2.96	3.00	+ 4

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
May 31	$14,173,685	$14,719,887	$17,211,175	$2,491,288
Week ending.	1908.	1909.	1910.	Increase
June 7	644,856	688,306	791,354	103,048
" 14	774,522	795,519	891,252	95,733
" 21	816,677	826,865	931,844	104,979

CANADIAN PACIFIC RAILWAY.

Year to date.	1908.	1909.	1910.	Increase
May 31	$24,576,000	$28,564,000	$35,532,000	$6,968,000
Week ending.	1908.	1909.	1910.	Increase
June 7	1,222,000	1,424,000	1,841,000	417,000
" 14	1,172,000	1,478,000	1,902,000	424,000
" 21	1,287,000	1,481,000	1,926,000	445,000

CANADIAN NORTHERN RAILWAY.

Year to date.	1908.	1909	1910.	Increase
May 31	$ 3,030,100	$3,228,800	$4,803,200	$1,574,400
Week ending.	1908.	1909.	1910.	Increase
June 7	143,700	186,300	266,200	79,900
" 14	160,800	173,600	290,400	116,800
" 21	151,200	184,500	299,600	115,100

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1908.	1909.	1910.	Increase
June 7	43,435	62,724	63,373	649
" 14	48,480	63,244	68,116	4,872

MONTREAL STREET RAILWAY.

Year to date.	1908.	1909	1910.	Increase
May 31	$ 1,409,162	$1,481,128	$1,652,278	$171,150
Week ending.	1908	1909.	1910.	Increase
June 7	73,967	77,599	82,373	4,774
" 14	76,033	76,270	86,524	10,254
" 21	75,799	78,983	91,198	12,215

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1908	1909.	1910.	Increase
May 31	$ 2,403,642	$2,631,261	$2,901,646	$270,385
Week ending.	1908.	1909	1910.	Increase
June 7	124,261	132,969	141,946	8,977
" 14	125,593	131,286	153,000	21,714

DETROIT UNITED RAILWAY.

Week ending.	1908.	1909	1910	Increase
June 7	147,757	147,393	171,128	23,735
" 14	132,015	147,745	179,925	32,180

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1908.	1909.	1910.	Increase
June 7	3,237	3,426	4,203	777
" 14	3,662	3,910	4,049	319
" 21	3,990	4,165	4,539	374

HAVANA ELECTRIC RAILWAY CO.

Week ending	1909.	1910	Increase
June 5	41,557	44,157	2,600
" 12	41,157	41,166	9
" 19	39,698	42,804	3,106
" 26	37,960	42,414	4,454

DULUTH-SUPERIOR TRACTION

Week ending	1909	1910	Increase
June 7	18,268	20,599	2,331
" 14	18,399	21,337	2,938
" 21	19,509	22,837	3,328

MONTREAL BANK CLEARINGS for the week ending June 30th, 1910, were $38,870,502. For the corresponding weeks of 1909 and 1908 they were $29,904,806 and $22,652,589 respectively.

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THE THOMSON LINE'S steamers, running between Montreal and London are in future to call at Southampton