

from this price and closed with 127 $\frac{3}{4}$  bid, which is the same quotation as last week's close. A feeling that this stock is still good for an advance seems to be prevalent, and the earnings continue large; those for the third week of August show an increase of \$9,032.70.

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Halifax Tramway has not been active, but is firmly held, and 110 was bid at the close with none offering under 112. It is expected that this stock will see higher prices and that a dividend at the rate of 6 per cent. will be forthcoming.

\* \* \*

Detroit Railway was dealt in during the week between 87 and 87 $\frac{1}{2}$  and closed with 87 $\frac{3}{4}$  bid, which is an advance of  $\frac{7}{8}$  of a point over last week's closing quotation. The stock was fairly active and 2,300 shares changed hands.

\* \* \*

Toledo Railway sold to the extent of 1,585 shares and closed with 34 $\frac{1}{4}$  bid, an advance of  $\frac{1}{2}$  point over last week's figures.

\* \* \*

In R. & O. a small business was done, involving in all 222 shares, and the stock closed with 108 bid, a decline of  $\frac{3}{4}$  of a point on quotation for the week.

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Montreal Power closed easier than a week ago, showing a decline of  $\frac{3}{4}$  of a point and closed with 100 $\frac{1}{2}$  bid, and the business of the week involved 1,139 shares.

\* \* \*

Dominion Steel Common was the most active stock of this week's market and 10,893 shares were dealt in. There is a large falling off in the volume of business, however, as this week's trading has to compare with transactions of over 41,000 shares last week. The closing bid was 76, which is a decline of  $\frac{1}{2}$  point from the closing quotation of a week ago and a decline of 3 points from this week's highest. Boston is the largest purchaser of this stock at present. The Preferred Stock closed with 100 bid, an advance of  $\frac{1}{4}$  point over last week's figures on transactions involving 822 shares. In the Bonds \$24,000 changed hands, the last sales being made at 91 $\frac{3}{4}$ , and 91 $\frac{3}{4}$  was bid at the close. This is  $\frac{3}{4}$  of a point stronger than the quotation of a week ago.

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Nova Scotia Steel Common figured in the trading to the extent of 675 shares and closed the same as last week with 113 bid. This stock is looked upon very favourably.

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Dominion Coal Common closed with 142 bid, which is a gain of  $\frac{1}{2}$  point on quotation for the week, but a re-action of a full point from to-day's highest. The trading involved 875 shares.

\* \* \*

Ogilvie Preferred is now selling ex-dividend of 1 $\frac{3}{4}$  per cent. and closed with 124 $\frac{3}{4}$  bid, and 969 shares changed hands during the week. The Bonds closed with 115 bid, and \$6,000 worth were dealt in this week.

	Per cent.
Call money in Montreal.....	5
Call money in New York.....	3 $\frac{1}{2}$ to 4
Call money in London.....	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$
Bank of England rate.....	3
Consols.....	94 $\frac{1}{2}$
Demand Sterling.....	94
60 days' Sight Sterling.....	94

Thursday, p.m., August 28, 1902.

The noticeable features of to-day's market were the advances in Detroit Railway and C. P. R. Detroit Railway opened at 87 $\frac{1}{2}$  and sold up to 89 $\frac{1}{2}$ , while C. P. R. opened at 139 $\frac{1}{2}$  and sold up to 140 $\frac{1}{2}$ , reacting to 140 $\frac{1}{2}$  at the close, and the New Stock touched 138. R. & O. was in better demand and was stronger at 109. Twin City sold between 128 and 128 $\frac{1}{2}$ . Montreal Street changed hands at 280. Toronto Railway is fractionally stronger at 122 $\frac{1}{4}$ , and Ogilvie Preferred sold as high as 127 $\frac{1}{4}$  X. D., which is equivalent to 129, the highest point yet touched by this security. The market generally was stronger, but not very active.

## MONTREAL STOCK EXCHANGE SALES

THURSDAY AUGUST 28, 1902.

## MORNING BOARD.

No. of Shares.	Price.	No. of Shares.	Price.
50 C. P. R.....	139 $\frac{1}{2}$	175 Detroit Ry.....	87 $\frac{3}{4}$
100 " " " " " "	139 $\frac{1}{2}$	25 " " " " " "	87 $\frac{3}{4}$
100 " " " " " "	139 $\frac{1}{2}$	275 " " " " " "	88
5 " " " " " "	139	175 " " " " " "	89
550 " " " " " "	140	150 " " " " " "	89 $\frac{1}{4}$
100 " " " " " "	140 $\frac{1}{2}$	125 " " " " " "	89 $\frac{1}{2}$
200 " " " " " "	140 $\frac{1}{2}$	695 " " " " " "	89 $\frac{1}{2}$
25 " " " " " "	140 $\frac{1}{2}$	125 " " " " " "	89 $\frac{1}{2}$
400 " " " " " "	140 $\frac{1}{2}$	425 " " " " " "	89 $\frac{1}{2}$
75 " " " " " "	140 $\frac{1}{2}$	50 " " " " " "	89 $\frac{1}{2}$
175 " " " " " "	140 $\frac{1}{2}$	50 " " " " " "	89 $\frac{1}{2}$
300 " " " " " "	140 $\frac{1}{2}$	175 " " " " " "	89 $\frac{1}{2}$
100 New " " " " " "	136 $\frac{1}{2}$	55 Ogilvie Pref.....	126
90 " " " " " "	137	25 Nova Scotia Steel..	113
25 " " " " " "	137 $\frac{1}{2}$	10 Nova Scotia Rts..	3
100 " " " " " "	137 $\frac{1}{2}$	120 " " " " " "	3 $\frac{1}{2}$
200 " " " " " "	137 $\frac{1}{2}$	100 " " " " " "	3 $\frac{1}{2}$
275 Duluth Com.....	23 $\frac{1}{2}$	100 " " " " " "	3
475 Montreal St. Ry..	280	200 Dom. Steel Com..	76
50 Toronto Railway..	122 $\frac{1}{4}$	25 " " " " " "	76 $\frac{1}{2}$
175 R. & O.....	109	25 " " " " " "	75 $\frac{1}{2}$
25 Montreal Power....	101 $\frac{1}{2}$	125 " " " " " "	76
10 " " " " " "	101 $\frac{1}{2}$	5 " " " " " "	74 $\frac{1}{2}$
125 Twin City.....	128	25 " " " " " "	75 $\frac{1}{2}$
250 " " " " " "	128 $\frac{1}{2}$	25 " " " " " "	75 $\frac{1}{2}$
25 " " " " " "	128 $\frac{1}{2}$	25 " " " " " "	75 $\frac{1}{2}$
25 " " " " " "	128 $\frac{1}{2}$	125 Dom. Steel Pref..	100
100 " " " " " "	128 $\frac{1}{2}$	25 Dom. Coal Com....	142 $\frac{1}{2}$
50 " " " " " "	128 $\frac{1}{2}$	12 Bank of Montreal..	259
5 " " " " " "	128	12 Bank of Toronto...	250
25 " " " " " "	128 $\frac{1}{2}$	4 Merchants Bank....	158 $\frac{1}{2}$
40 New " " " " " "	125 $\frac{1}{2}$	\$1,000 Dom. Steel Bds..	92
		\$8,000 " " " " " "	91 $\frac{1}{2}$

## AFTERNOON BOARD.

50 C.P.R.....	140 $\frac{1}{2}$	1 R. & O.....	110
5 " " " " " "	141	150 Montreal Power....	101 $\frac{1}{2}$
100 " " " " " "	140 $\frac{1}{2}$	25 Dom. Steel.....	76
100 " " " " " "	140 $\frac{1}{2}$	75 " " " " " "	76 $\frac{1}{2}$
100 New " " " " " "	137 $\frac{1}{2}$	50 " " " " " "	76
100 " " " " " "	138	200 " " " " " "	76 $\frac{1}{2}$
500 " " " " " "	137 $\frac{1}{2}$	175 " " " " " "	76
65 " " " " " "	137 $\frac{1}{2}$	20 " " " " " "	75 $\frac{1}{2}$
50 " " " " " "	137 $\frac{1}{2}$	150 " " " " " "	76
450 " " " " " "	137 $\frac{1}{2}$	125 Dom. Steel Pfd....	100
16 Montreal St. Ry..	280	50 N. S. Steel.....	113
10 Toronto Railway..	122 $\frac{1}{4}$	25 Ogilvie Pref.....	127
5 " " " " " "	122	135 " " " " " "	127 $\frac{1}{2}$
350 Detroit Ry.....	89 $\frac{1}{2}$	75 " " " " " "	127
10 " " " " " "	90	10 Nova Scotia Rts..	3 $\frac{1}{2}$
25 " " " " " "	89 $\frac{1}{2}$	25 " " " " " "	3 $\frac{1}{2}$
100 " " " " " "	89 $\frac{1}{2}$	\$3,000 Dom. Steel Bds..	91 $\frac{1}{2}$
150 Toledo Ry.....	34 $\frac{1}{2}$		