

Nova Scotia Steel Common was practically out of the trading, only 40 shares changing hands altogether, and the closing bid was 108, a nominal loss of 2 points on quotation for the week.

There has been a good advance of 4 points in Dominion Coal Common, the closing bid being 139 and the stock has been more active than it was a week ago, some 1,725 shares being involved in the trading. Higher prices are looked for.

Dominion Cotton advanced to 64 this week, but has reacted from the higher figures. The closing bid was 61, this being a gain, however, for the week of $1\frac{1}{2}$ points.

	Per cent.
Call money in Montreal.....	5
Call money in New York.....	$2\frac{1}{2}$ to 3
Call money in London.....	$2\frac{1}{2}$ to 3
Bank of England rate.....	3
Consols.....	96 $\frac{1}{2}$
Demand Sterling.....	97 $\frac{1}{2}$
60 days' Sight Sterling.....	93 $\frac{1}{2}$

MINING MATTERS.

A fairly large business in Virtue was the only feature in the mining list this week, and in this stock some 69,750 shares were traded in, the last sales taking place at 15. Apart from this the only transaction was 500 shares of North Star which changed hands at 25.

Thursday, p.m., May 29, 1902.

To-day's market was a fairly active one with Pacific the leader in the trading. The opening sales were at 136 and the price advanced to 138 $\frac{1}{2}$ and closed offered at 138 $\frac{1}{2}$ with 138 $\frac{3}{4}$ bid. In the afternoon the stock opened at 138 and the price fluctuated between that figure and 138 $\frac{1}{2}$ closing with 138 bid. The new stock was active. The opening sales were at 131 and it closed with 131 $\frac{1}{2}$ bid at noon. In the afternoon it sold at 131 $\frac{3}{4}$ to 131 $\frac{1}{2}$ closing with 131 $\frac{3}{4}$ bid. Dominion Coal was strong and opened at 140, selling up to 142 and closed offered at 141 with 139 bid. Toronto Rails were steady between 123 $\frac{1}{4}$ and 123 $\frac{1}{2}$, the last sales this afternoon being made at 123. Twin City opened at 122 $\frac{1}{4}$ and closed this afternoon offered at 122 with 121 $\frac{3}{4}$ bid. Montreal Street was quite to-day only 50 shares changing hands this morning, these being disposed of at 278. In the afternoon 150 shares were sold at 278 $\frac{1}{2}$, the stock closing with this figure bid. Power opened at 103 $\frac{1}{2}$ and remained steady throughout the day, closing this afternoon offered at 103 $\frac{1}{2}$ with 103 $\frac{1}{4}$ bid. Dominion Steel fluctuated between 55 $\frac{3}{4}$ and 56 closing this afternoon offered at 56 with 55 $\frac{3}{4}$ bid. The rest of the market was dull but steady.

MONTREAL STOCK EXCHANGE SALES

THURSDAY, MAY 29, 1902.

MORNING BOARD.

No. of Shares	Price.	No. of Shares	Price.
250 C. P. R.....	136	175 Toronto Railway..	123 $\frac{1}{4}$
175 " " " " " "	136 $\frac{1}{2}$	50 " " " " " "	123 $\frac{1}{2}$
100 " " " " " "	135 $\frac{3}{4}$	50 Montreal St. Ry..	278
25 " " " " " "	136	50 Twin City.....	122 $\frac{1}{4}$
25 " " " " " "	136 $\frac{1}{2}$	100 " " " " " "	122 $\frac{1}{2}$
25 " " " " " "	136 $\frac{1}{2}$	5 " " " " " "	123
200 " " " " " "	136	75 Montreal Power..	103 $\frac{1}{2}$
300 " " " " " "	136 $\frac{1}{2}$	15 " " " " " "	103 $\frac{1}{2}$
35 " " " " " "	136 $\frac{1}{2}$	125 " " " " " "	103 $\frac{1}{2}$
150 " " " " " "	137	10 " " " " " "	103 $\frac{1}{2}$
175 " " " " " "	137 $\frac{1}{2}$	25 Com. Cable.....	165 $\frac{1}{4}$
100 " " " " " "	137 $\frac{1}{2}$	125 " " " " " "	165
100 " " " " " "	137 $\frac{1}{2}$	4 Dominion Cotton...	60
15 " " " " " "	137 $\frac{1}{2}$	25 " " " " " "	61 $\frac{1}{4}$
100 " " " " " "	137 $\frac{1}{2}$	100 " " " " " "	61
200 " " " " " "	137 $\frac{1}{2}$	125 " " " " " "	61 $\frac{1}{4}$
50 " " " " " "	137 $\frac{1}{2}$	25 Windsor Hotel....	72
4 " " " " " "	137	75 Dominion Coal....	140
50 " " " " " "	138	400 " " " " " "	141
25 " " " " " "	138 $\frac{1}{2}$	100 " " " " " "	141 $\frac{1}{2}$
25 " " " " " "	138 $\frac{1}{2}$	50 " " " " " "	142
25 " " " " " "	138 $\frac{1}{2}$	10 " " " " " "	141
150 " " " " " "	138 $\frac{1}{2}$	25 " " " " " "	141 $\frac{1}{4}$
25 " " " " " "	138 $\frac{1}{2}$	50 " " " " " "	142
75 " " " " " "	138 $\frac{1}{2}$	150 " " " " " "	141 $\frac{1}{2}$
25 " " " " " "	138 $\frac{1}{2}$	50 " " " " " "	141 $\frac{1}{4}$
25 " " " " " "	137 $\frac{1}{2}$	25 " " " " " "	141
25 New " " " " " "	131	25 " " " " " "	141
200 " " " " " "	130 $\frac{1}{4}$	125 Dom. Steel.....	55 $\frac{3}{4}$
23 " " " " " "	130 $\frac{1}{4}$	350 " " " " " "	56
25 " " " " " "	130 $\frac{1}{4}$	2 Bank of Montreal..	259 $\frac{1}{2}$
315 " " " " " "	131	1,500 Virtue.....	15
50 " " " " " "	131 $\frac{1}{2}$	3 Bell Telephone Rts.	\$7 $\frac{1}{2}$
2 " " " " " "	131	9 " " " " " "	7 $\frac{1}{2}$
10 " " " " " "	131 $\frac{1}{2}$	20 " " " " " "	7 $\frac{1}{4}$
200 " " " " " "	131 $\frac{1}{2}$	\$7,000 Dom. Steel Bds..	92 $\frac{1}{4}$
200 " " " " " "	132	5,000 " " " " " "	92 $\frac{1}{4}$
25 Toronto Ry.....	123 $\frac{1}{2}$	\$ 600 M. St. Ry. Bds..	106
50 " " " " " "	123 $\frac{1}{2}$	13,000 " " " " " "	106
50 " " " " " "	123 $\frac{1}{2}$		

AFTERNOON BOARD.

28 C.P.R.....	138	25 Montreal Power...	103 $\frac{1}{2}$
175 " " " " " "	138 $\frac{1}{2}$	50 " " " " " "	103 $\frac{1}{2}$
25 " " " " " "	138 $\frac{1}{2}$	25 " " " " " "	103 $\frac{1}{2}$
200 " " " " " "	138 $\frac{1}{2}$	50 " " " " " "	103 $\frac{1}{2}$
25 " " " " " "	138 $\frac{1}{2}$	25 Halifax Ry.....	109 $\frac{1}{2}$
75 " " " " " "	138 $\frac{1}{2}$	10 " " " " " "	108
100 New " " " " " "	131 $\frac{1}{2}$	75 " " " " " "	109 $\frac{1}{2}$
100 " " " " " "	131 $\frac{1}{2}$	25 Rich. & Ontario...	113 $\frac{1}{2}$
150 Montreal St. Ry...	278 $\frac{1}{2}$	25 Com. Cable.....	167
25 Toronto Railway..	123 $\frac{1}{2}$	50 Dominion Cotton...	62
100 " " " " " "	123	50 Dom. Steel.....	55 $\frac{3}{4}$
5 Twin City.....	123 $\frac{1}{2}$	20 " " " " " "	95 $\frac{1}{2}$
10 " " " " " "	122 $\frac{1}{2}$	100 Dominion Coal....	140
25 " " " " " "	122	67 Bell Tel. Rts.....	\$7
15 " " " " " "	122 $\frac{1}{2}$	\$1,700 Mont. St. Ry. Bds.	106
50 " " " " " "	121 $\frac{1}{4}$		

The gross traffic earnings of the Grand Trunk, Canadian Pacific, Duluth, South Shore & Atlantic railways, and the Montreal, Toronto, Halifax and Twin City and Winnipeg street railways, up to the most recent date obtainable, compared with the corresponding period for 1900, 1901 and 1902, were as follows:

GRAND TRUNK RAILWAY.

Week ending.	1900.	1901.	1902.	Increase
Jan. 7.....	\$465,284	\$504,891	\$477,409	Dec. \$27,482
14.....	531,154	492,402	512,443	20,041
21.....	535,017	506,457	525,360	18,903
31.....	602,745	738,367	763,766	25,399
Feb. 7.....	463,723	479,771	426,062	Dec. 53,709
14.....	472,173	476,035	469,073	6,062
21.....	501,078	523,246	532,588	9,342
28.....	480,374	526,289	591,203	64,914
Mar. 7.....	366,095	480,281	507,014	26,733
14.....	508,937	577,914	599,153	21,239
21.....	506,201	545,791	566,864	21,073
31.....	807,312	782,104	864,842	82,738