

FINANCIAL.

The latest issue of the Montreal Trade Review says : 1. feeling of listlessness predominated the stock market during the week; and there has consequently been no feature of sufficient importance to be specially noted. The same indisposition to speculate to which reference was made some time ago continues to exist. There was, however, some activity displayed in banks, chiefly for investment purposes; but the trading which was done, although somewhat brisk, exerted very little inflence over quotations, which remain practically the same. As to the general list, Com-mercial Cable and Canadian Pacific were the only stocks dealt in to any appreciable extent, and yet both of them lost ground slightly in price. For Montreal Telegraph, there has been little demand of late, the dimunition of interest in it being traceable to vague rumors which emanate from unknown sources. The cotton stocks were inquired after a few times, and displayed an element of steadiness that was not unexpected. Bell Telephone is strong, and holders seem unwilling to part with it. There was one transaction to which interest attached, and that was the sale of £10,800 of Canada Central second mortgage bonds at 114. Money is easy at 4 per cent. on call, and 6 to 7 per cent. for good commercial paper, according to name and date. Exchange ruled strong.

THE CALIFORNIA COAL MARKET.

Mr. John Rosenfeld, Sr., alluding to the affairs of the N. V. C. Co.. in an interview with the Nanaimo Frec Press, says : It is almost impossible in the present state of the coal market to say much about the future movements of the company. The whaleback SS. Wetmore has been chartered, and she will be in the harbor next week for a cargo of coal; whether she continues on the route, depends entirely upon the state of the market. The SS. Romulus has also been chartered, and she will arrive for her first cargo about the beginning of May. Speaking of the state of the coal market in San Francisco, Mr. Rosenfeld said that it was at present flooded with cheap coal, and it would be hard to say when there would be a change. Freight rates from Liverpool and Australia were still very low, and there are such a number of ships laying idle that they Mr. Rosenfeld added that British Columbia coal could compete against the Australian article, even under existing cir- the coal they could raise.



