the terms suggested by the directors. Although it is stated that an attempt will be made to reduce the premium at which the new stock is to be issued from 75 to 50 per cent. The stock now seems steady around 257 to 258. An even 800 shares were traded in during the week. The closing bid was 257 1-2. C. P. R. was one of the active stocks this week and the trading brought out 1,281 shares. It closed at an advance of 3-4 of a point for the week with 174 1-2 bid. Montreal Power was the most active in this week's market and has held fairly firm. The opinion that the gas franchise will soon be settled is very generally held. The stock is now selling X. D. of 1 1-4 per cent., and closed with 98 X. D. bid, equivalent to an advance of 3-4 of a point for the week.

The Dominion Iron securities are stronger, and the Common especially has had quite a sharp advance. The closing bid to-day was 30, a gain of 2 1-4 points for the week, and 3,870 shares were dealt in. The Preferred on sales of 220 shares closed with 78 3-4 bid, a gain of 1 3-4 points. The Bonds were firm around 83 and $20,000 changed hands. The trading in Toronto Railway, Twin City, and Toledo Railway was small, the total transactions in the three securities being less than 700 shares for the week. Toronto Railway closed with 115 bid, an advance of 1 point on quotation. Twin City which is selling X. D. of 1 1-4 per cent. closed with 109 bid, a decline of 3-4 of a point, while Toledo Railway closed unchanged with 30 bid. There were no sales in Havana Preferred, but 400 shares of the Common changed hands. The last sales were made at 46 3-8. Illinois Traction Preferred transactions brought out 485 shares, and most of the sales were made at 91. R. & O. continues heavy around 81, the closing bid being 80 7-8 on sales of 230 shares for the week.

Mackay Common was not dealt in, but the sales in the Preferred totalled 984 shares, the last sales being made at 69 7-8. Dominion Coal Common, and Nova Scotia Steel Common have both recovered from the lowest, the former on sales of 205 shares shows a gain of 3-4 of a point, closing with 63 3-4 bid, while Nova Scotia Steel Common on transactions of 642 shares closed with 65 1-2 bid, a gain of 2 1-2 points for the week. $5,000 Dominion Coal Bonds were traded in at 101 1-2, and $2,500 Scotia Bonds were dealt in, $1,000 at 109 and interest, and $1,500 at 109 1-8 and interest.

Call money in Montreal continues scarce, and the rate for call loans is unchanged at 6 per cent. The rate for call money in New York to-day was 7 1-2 per cent., while the London rate was 6 per cent.

	Per Cent.
Call money in Montreal..	6
Call money in New York..	7 1-2
Call money in London..	6
Bank of England rate..	6
Consols..	86 15-16
Demand Sterling..	9 1-4
60 day's Sight Sterling..	9

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The quotations for money at continental points are as follows:—

	Market.	Bank.
Paris..	3 1-4	3
Berlin..	4 7-8	6
Brussels..	4 1-4	4 1-2
Amsterdam..	4 7-8	3
Vienna..	4 1-2	4 1-2

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Thursday, P. M., November 1, 1906.

To-day's market was firm, but very dull and featureless. Mnotreal Power continued strong and sold up to 98 1-4 X. D. Detroit Railway continues heavy and sold as low as 89 1-2, while Mackay Preferred sold at 69 3-4, and Dominion Iron at 29 718. A sale of 20 shares of Windsor Hotel was made at 105.

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 1904 and 1905, were as follows:

GRAND TRUNK RAILWAY.

Year to date,	1904.	1905.	1906.	Increase.
Sept. 30....	$24,814,347	$26,153,235	$30,235,056	$4,081,821
Week ending.	1904.	1905.	1906.	Increase.
Oct. 7....	738,716	791,030	831,691	40,661
14....	736,514	793,853	851,093	57,240
21....	......	604,551	699,141	94,490

CANADIAN PACIFIC RAILWAY.

Year to date.	1904.	1905.	1906.	Increase.
Sept.. 30....	34,254,000	37,211,000	48,150,000	10,939,000

GROSS TRAFFIC EARNINGS.

Week ending.	1904.	1905.	1906.	Increase
Oct. 7........	1,057,000	1,189,000	1,482,000	293,000
14	1,031,000	1,305,000	1,455,000	150,000
21........	1,106,000	1,284,000	1,528,000	244,000

CANADIAN NORTHERN RAILWAY.

GROSS TRAFFIC EARNINGS.

Year to date.	1905.	1906.	Increase.
June 30.......	$3,871,800	$5,563,100.	$1,691,300

Week ending.	1904.	1905.	1906.	Increase.
Oct. 7........	$80,800	$100,200	$164,100	63,900
14........	88,700	122,300	186,600	64,300
21........	98,200	118,700	221,500	102,800

DULUTH, SOUTH SHORE & ATLANTIC.

Week ending.	1904.	1905.	1906.	Increase.
Oct. 7........	53,583	59,293	62,051	2,758
14........	49,878	59,240	60,639	1,399

MONTREAL STREET RAILWAY.

Year to date.	1904.	1905.	1906.	Increase.
Sept. 30........	$1,831,105	$2,026,444	$2,310,036	$283,592
Week ending.	1904.	1905.	1906.	Increase.
Oct. 7........	50,425	58,074	62,218	4,144
14........	49,715	56,945	62,288	5,344
21........	50,593	55,198	64,583	9,385

TORONTO STREET RAILWAY.

Year to date.	1904.	1905.	1906.	Increase
Sept. 30........	$1,797,594	$2,020,458	$2,174,761	$254,303
Week ending.	1904.	1905.	1906.	Increase
Oct. 7........	45,237	53,504	58,838	5,334
14........	45,519	52,785	61,032	8,247
21........	47,369	51,723	61,985	10,262

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1904.	1905.	1906.	Increase.
Sept. 30........	$3,176,299	$3,463,419	$4,190,709	$727,289
Week ending.	1904.	1905.	1906.	Increase.
Oct. 7........	81,791	95,590	104,423	8,833
14........	79,198	96,258	105,417	9,159
21........	......	93,982	102,395	8,413

HALIFAX ELECTRIC TRAMWAY CO., LTD.

Railway Receipts.

Week ending.	1904.	1905.	1906.	Increase
Oct. 7	2,982	3,192	6,121	2,979
14........	2,850	2 774	3,217	243
21........	2,749	2,986	2,894	Dec. 92

DETROIT UNITED RAILWAY.

Week ending.	1904.	1905.	1906.	Increase.
Oct. 7.........	84,854	161,995	166,870	4,875

HAVANA ELECTRIC RAILWAY CO.

Week ending.	1905.	1906.	Increase.
Oct. 7........	29,1[illegible]0	31,690	2,565
14........	29,597	30,875	1,278
21........	[illegible]	[illegible]	Dec. [illegible]