

TORONTO RAILS UP MONTREAL BUYING

Tabling of Experts' Report
Expected to Result in Bull
Speculation.

SPANISH RIVER ANNUAL

Long Expected Report Con-
firms Rumors of Company's
Financial Standing.

With the New York Stock Market closed yesterday, the Toronto Exchange was left to its own conclusions. Trading was fairly quiet, the only ray of sunshine being a little new activity in Toronto Rails. Montreal was again the buyer of the shares, the system, the eastern operators evidently expect a development of interest in the stock during which a bull speculation might prove profitable.

Toronto rails opened up a full two points over Saturday's close, advanced a further half point to 14, and then declined. The market here attempted to do reasonably better, but the struggle was not altogether successful and the close was practically the same as at last week.

Spanish River annual report was available late in the day. A poor financial statement has been announced, and in this there is no disappointment. The shares were not much dealt in and prices for the common stock at 14 to 15. Macmillan's common was liquidated at 80 for about 150 shares, but buyers shaded their bids to 75. Aside from a few small investment purchases, the entire market interest was concentrated in the above issues.

EUROPEAN BOURSES.

BERLIN, Oct. 13.—Prices were weak on the bourse today. Exchanges on London, 20 marks 46 pence for cheques. Money, 4 per cent. Private rate of discount, 4 1/2 per cent.

PARIS, Oct. 13.—Prices were easy on the bourse today. Exchanges on London, 87 francs 62 centimes for the account. Exchange on London, 25 francs 25 centimes for cheques. Private rate of discount, 3 1/2 per cent.

BUYERS NOW ACTIVE IN PETERSON LAKE

Two Rumors are in Circulation to Account for Outbreak of Strength.

Peterston Lake came in for considerable attention on the Standard Stock Exchange on Monday. The buying of the shares was energetic and the price rose accordingly, with an advance of 2 points from Saturday. Two rumors are in circulation in connection with the demand, the one of a valuable strike in the company's iron workings, and the other that the Seneca Superior Company to get control.

The former, if correct, was unknown to Consulting Engineer Lambie, who stated that he had been apprised of a special find up to yesterday morning. If the Seneca people are buying up the shares of their parent company, they are a leader in the affair known pretty much to themselves.

Dealings in Peterson Lake and Bailly provided most of the day's trading. Bailly made a further fractional rise, and closed with plenty of buying at 12. Peterson declined to 12, because of a 2 1/2 and McKinley Darragh to 14. Porcupine were generally steady. Hollinger was none too firm at 17 1/2. The low priced issues, Peterson Lake and Jupiter were again at low levels, the former selling at 15 1/2, and Jupiter at 3.

Public interest in the market is light, and only the few traders who keep prices as firm as they are.

LUCKY CROSS START AGAIN

The Lucky Cross started work last week after a short shut down, owing to labor trouble, and will rush work to the full capacity of the mill. The change has been made by letting go the old and taking on a new set of men. F. & Anderson, late of the Buffalo Mine, has been put in as manager.

A month's test will be made to determine the best plan of cyaniding.

C.P.R. TO KINCARDINE.

There is an agitation under way to have the Canadian Pacific Railway run its branch from Walkerton thru Kincardine. It is declared that with tonnage furnished at Hanover, Walkerton, Kincardine and Kincardine there would be ample inducement for the C.P.R. to extend its line.

WINNIPEG GRAIN MARKET.

WINNIPEG, Oct. 13.—Prices on the local grain exchange opened at a low level, but owing to heavy receipts and unfavorable Liverpool cables, cash demand was good. The close was a decline for the day of 1/2 to 1/4.

Cash wheat: No. 1 northern, 80c; No. 2 northern, 78c; No. 3 northern, 76c; No. 4 northern, 74c; No. 5 northern, 72c; No. 6 northern, 70c; No. 7 northern, 68c; No. 8 northern, 66c; No. 9 northern, 64c; No. 10 northern, 62c; No. 11 northern, 60c; No. 12 northern, 58c; No. 13 northern, 56c; No. 14 northern, 54c; No. 15 northern, 52c; No. 16 northern, 50c; No. 17 northern, 48c; No. 18 northern, 46c; No. 19 northern, 44c; No. 20 northern, 42c; No. 21 northern, 40c; No. 22 northern, 38c; No. 23 northern, 36c; No. 24 northern, 34c; No. 25 northern, 32c; No. 26 northern, 30c; No. 27 northern, 28c; No. 28 northern, 26c; No. 29 northern, 24c; No. 30 northern, 22c; No. 31 northern, 20c; No. 32 northern, 18c; No. 33 northern, 16c; No. 34 northern, 14c; No. 35 northern, 12c; No. 36 northern, 10c; No. 37 northern, 8c; No. 38 northern, 6c; No. 39 northern, 4c; No. 40 northern, 2c; No. 41 northern, 0c; No. 42 northern, 0c; No. 43 northern, 0c; No. 44 northern, 0c; No. 45 northern, 0c; No. 46 northern, 0c; 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