

**Traffic Returns.**

CANADIAN PACIFIC RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Nov. 30...	\$119,296,000	\$126,373,000	\$99,936,000	\$26,437,000
Week ending	1912.	1913.	1914.	Decrease
Dec. 7....	\$2,771,000	\$3,009,000	1,766,000	1,243,000
" 14....	2,825,000	2,681,000	1,707,000	974,000

GRAND TRUNK RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Nov. 30....	\$47,777,438	\$51,796,424	\$47,388,224	\$4,408,200
Week ending	1912.	1913.	1914.	Decrease
Dec. 7....	\$1,005,097	\$1,015,199	865,052	150,147
" 14....	1,052,340	1,029,319	870,962	158,357

CANADIAN NORTHERN RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Nov. 30....	\$19,311,800	\$21,848,800	\$17,973,100	\$3,875,700
Week ending	1912.	1913.	1914.	Decrease
Dec. 7....	\$567,900	\$583,500	\$394,200	\$189,300
" 14....	471,600	503,200	319,300	183,900

TWIN CITY RAPID TRANSIT COMPANY.				
Year to date.	1912.	1913.	1914.	Increase
Nov. 30....	\$7,398,188	\$8,099,991	\$8,404,457	\$394,466
Week ending	1912.	1913.	1914.	Increase
Nov. 7....	\$161,800	\$173,311	\$174,617	\$1,306
" 14....	158,669	173,063	173,206	143
" 21....	165,743	175,743	177,031	1,288
" 30....	207,641	222,794	218,450	4,344

## Montreal Tramways Company

### SUBURBAN TIME TABLE, 1914

**Lachine:**

From Post Office—			
10 min. service	5.40 a.m. to 8.00 a.m.	10 min. service	4 p.m. to 7.10 p.m.
20 " "	8.00 " 4 p.m.	20 " "	7.10 p.m. to 12.00 mid.

**From Lachine—**

20 min. service 5.30 a.m. to 5.50 a.m.			
10 " "	5.50 " 9.00 "	10 min. service	4 p.m. to 8.00 p.m.
20 " "	9.00 " 4 p.m.	20 " "	8.00 p.m. to 12.10 a.m.
Extra last car at 12.50 a.m.			

**Sault aux Reclot and St. Vincent de Paul:****From St. Denis to St. Vincent—**

20 min. service 5.20 a.m. to 6.00 a.m.			
10 " "	6.00 " 8.00 "	30 min. service	8.00 p.m. to 1.30 p.m.
20 " "	8.00 " 4.00 p.m.	Car to Hendersons only 12.00 mid.	
10 " "	4.00 p.m. to 8.00 "	Car to St. Vincent 12.40 a.m.	

**From St. Vincent to St. Denis—**

20 min. service 5.50 a.m. to 6.30 a.m.			
10 " "	6.30 " 8.30 "	30 min. service	8.30 p.m. to 12.00 mid.
20 " "	8.30 " 4.30 p.m.	Car from Hendersons 12.30 a.m.	
10 " "	4.30 p.m. to 8.30 "	Car from St. Vincent 1.10 a.m.	

**Cartierville:****From Snowdon's Junction—**

	40	"	"	10.40 p.m. to 12.00, mid.
From Cartlerville—	20	min.	service	5.40 a.m. to 11.00 p.m.
	40	"	"	11.00 p.m. to 12.20 mid.

**Mountain:****From Park Avenue and Mount Royal—**

20 min. service 5.40 a.m. to 12.00 midnight			
From Victoria Avenue—			
20 min. service 5.50 a.m. to 12.30 midnight			
From Victoria Avenue to Snowdon—			
10 minutes service 5.50 a.m. to 8.50 p.m.			

**Bout de l'île:****30 min. service 5.00 a.m. to 9.00 p.m.**

90 " " 9.00 p.m. to 12.00 midnight			

**Tetraultville:****15 min. service 5.00 a.m. to 6.30 p.m.**

30 " " 6.30 " 8.30 p.m.			
-------------------------	--	--	--

## HAVANA ELECTRIC RAILWAY COMPANY

Week ending	1913.	1914.	Decrease
Dec. 6.....	\$57,327	53,384	\$3,943
" 13.....	53,267	51,870	1,397

## DULUTH SUPERIOR TRACTION CO.

	1912.	1913.	1914.	Decrease
Dec. 7....	21,668	24,816	23,650	1,166

## CANADIAN BANK CLEARINGS.

	Week ending Dec. 17, 1914	Week ending Dec. 10, 1914	Week ending Dec. 18, 1913	Week ending Dec. 19, 1912
Montreal ..	\$44,954,489	\$48,184,646	\$56,573,019	\$50,291,251
Toronto....	34,333,417	35,854,306	45,008,524	45,141,838
Ottawa....	.....	4,970,977	4,558,313	4,249,129

## MONEY RATES.

	To-day	Last Week	A Year Ago
Call money in Montreal...	.6 - 6½%	6 - 6½%	6½ %
" " Toronto ..	.6 - 6½%	6 - 6½%	6½ %
" " New York..	3½%	3½%	3½ %
" " London ....	1½%	1 %	4½ - 4½ %
Bank of England rate.....	5 %	5 %	%

## RESTRICTING SCOPE OF ONTARIO'S COMPENSATION ACT.

The Ontario Workmen's Compensation board have issued and passed through the Ontario Council a long list of industries which will not come under operation of Part I. These all represent changes in the act since it passed the legislature last March, and have been ratified by the Ontario cabinet. The object of the board in thus weeding out certain industries is said to be to clear up certain points of possible dispute, and leave less room for doubt when it came down to actual instances of injury.

Chief among the occupations now declared exempt from Part I are wholesale and retail mercantile businesses, hotel keeping and restaurant keeping, public garages, livery stables, auction and sales stables, also making or repairing of men's and women's clothing, whitewear, shirts, collars, corsets, hats, caps, furs, or robes carried on as part of an exclusive retail business. In these occupations it is considered there is no substantial hazard.

It is also made clear that such operations as coffee grinding, meat cutting, drug manufacturing, boot and shoe making and repairing, watch, clock and jewelry making and repairing, harness making and repairing, etc., when carried on as part of and for the purpose of an exclusively retail business are not to be considered under Part I.

Two other regulations deal with exclusions where less than six men are usually employed. Under this heading are included manufacture of cheese or butter, operation of creameries or dairies, construction or operation of telephone lines, power laundries, dyeing and cleaning establishments mining, except in the case of producing mines where the workmen are in the employ of the owner, operation of threshing machines, etc.

Machine shops, repair shops, tinsmith shops, blacksmith shops, upholstering, etc., when not incidental to an industry under Part I, are excluded unless at least four men are usually employed therein.

Census and statistics office figures of fall wheat seeding show an estimate of 1,204,000 acres, an increase of 100,000 acres upon the area seeded last year, and comparing with an area harvested this year of 973,300 acres. The bulk of the fall wheat crop is grown in Ontario, the prairie provinces again showing a decrease.