

THE BRANCH BANK MOVEMENT.

If present tendencies continue in evidence for the remainder of the year it is possible that 1916 may close with a net decrease in the number of bank branches in Canada. Record figures in the matter of net increase of branches were attained in 1912, in which year the net gain was 242. In 1913 the increase was 212; in 1914, 119; and in 1915, 35. For the first four months of 1916 a net decrease of 7 is shown—January being the only month in which offices opened exceeded offices closed. The May, 1916, return, however, shows a net gain of 8. Comparing the number of branches in operation as at the end of May and at end of December, 1914, it is seen that Quebec is the only Province to show a substantial gain—the increase being 110. This has been due entirely to the activity of the French-Canadian institutions in pushing into small places. British Columbia shows a decrease of 33—this being in addition to the loss of the 10 or 12 branches operated by the defunct Bank of Vancouver; Ontario, a loss of 24; Alberta, a loss of 16; and Saskatchewan, a loss of 5.

The movement of expansion as regards bank branches was, perhaps, overdone, remarks the Journal of the Canadian Bankers' Association, in commenting upon the facts. Many of the small villages and towns were overbanked. Then the era of decreasing profits in 1914 and 1915 forced the closing of unprofitable offices. Another potent factor is seen in the shortage of qualified and experienced male bank clerks. Most bank branches have been working short-handed, and some branches

have been closed because it has been impossible to suitably fill the vacancies created by war. Heavy increase of local or provincial taxation is another point. In this connection it is to be observed that in British Columbia, Ontario and Alberta, the three provinces showing heaviest decreases, the Provincial taxation has been more than doubled in the last two or three years.

The executive council of the Canadian Bankers' Association is suggesting to the larger teaching institutions of the country the advisability of giving special attention to tuition in the Spanish language in view of the prospects of closer trade relations with the South American republics after the war.

The most important question which should interest the advertiser is, not what is the numerical circulation of an advertising medium, but whether it reaches the people to whom he wishes to present the message in his advertisement, and is the paper giving the best kind of service to its special class of readers.—*N. Y. Spectator.*

The extent to which insurance staffs in England are now associated with the Army is shown in the fact that the last issue of the Post Magazine refers to eleven men by name. Of these nine had been killed or died of wounds—three being members of the Royal's staff and one of the Phoenix of London, while a former member of the Ocean's staff is now an airman.

Traffic Returns.

CANADIAN PACIFIC RAILWAY.

Year to date	1914	1915	1916	Increase
June 30,	\$52,907,000	\$41,261,000	\$61,252,000	\$19,991,000
Week ending	1914	1915	1916	Increase
July 7,	\$2,343,000	\$1,666,000	\$2,616,000	\$950,000
14,	2,285,000	1,635,000	2,728,000	1,103,000
21,	2,232,000	1,670,000	2,641,000	971,000
31,	3,181,000	2,476,000	3,800,000	1,324,000

GRAND TRUNK RAILWAY.

Year to date	1914	1915	1916	Increase
June 30	\$24,964,083	\$23,174,746	\$27,271,848	\$4,097,102
Week ending	1914	1915	1916	Increase
July 7,	\$1,048,006	\$990,278	\$1,155,029	\$164,751
14,	1,072,872	989,629	1,211,393	221,764
21,	1,010,895	980,898	1,140,226	159,328
31,	1,592,244	1,537,141	1,810,713	273,572

CANADIAN NORTHERN RAILWAY.

Year to date	1914	1915	1916	Increase
June 30,	\$9,335,700	\$10,390,000	\$16,073,400	\$5,683,400
Week ending	1914	1915	1916	Increase
July 7,	\$362,000	\$429,400	\$885,100	\$455,700
14,	375,000	449,700	874,900	425,200
21,	378,900	447,700	866,900	419,200
31,	478,400	634,000	1,207,300	572,400

TWIN CITY RAPID TRANSIT COMPANY.

Year to date	1914	1915	1916	Increase
June 30	\$4,468,940	\$4,547,408	\$4,951,979	\$404,571
Week ending	1914	1915	1916	Increase
July 7,	\$193,724	\$181,958	\$208,874	\$26,916
14,	181,141	175,004	191,864	16,860

CANADIAN BANK CLEARINGS.

	Week ending Aug. 3 1916	Week ending July 27, 1916	Week ending Aug. 5, 1915	Week ending Aug. 6, 1914
Montreal	\$79,849,570	\$69,009,942	\$44,949,238	\$49,755,655
Toronto	46,184,066	47,987,081	34,559,443	37,337,086
Winnipeg	43,423,018	40,891,782	17,655,230	...
Ottawa	4,764,477	4,512,803	3,562,676	4,401,175

Montreal Tramways Company
SUBURBAN TIME TABLE, 1915-1916

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

Sault au Recollet and St. Vincent de Paul:
From St. Denis to St. Vincent de Paul—
10 min. service 5.20 a.m. to 8.00 a.m. | 30 min. service 8.00 p.m. to 11.30 p.m.
20 " " 8.00 " 4.20 p.m. | Car to Henderson only 12.00 mid.
10 " " 4.20 " 6.40 p.m. | Car to St. Vincent at 12.40 a.m.
20 " " 6.40 " 8.00 p.m.

From St. Vincent de Paul to St. Denis—
10 min. service 5.50 a.m. to 8.20 a.m. | 30 min. service 8.30 p.m. to 12.00 mid.
20 " " 8.10 " 4.50 p.m. | 12.00 mid.
10 " " 4.50 p.m. 7.10 p.m. | Car from Henderson to St. Denis 12.20 a.m.
20 " " 7.10 " 8.30 p.m. | Car from St. Vincent to St. Denis 1.10 a.m.

Cartierville:
From Snowdon Junction—20 min. service 5.20 a.m. to 8.40 p.m.
40 " " 8.40 p.m. to 12.00 mid.
From Cartierville—20 " " 5.40 a.m. to 9.00 p.m.
40 " " 9.00 p.m. to 12.20 a.m.

Mountain:
From Park Avenue and Mount Royal Ave.—20 min. service from 5.40 a.m. to 12.20 a.m.
From Victoria Avenue—20 min. service from 5.50 a.m. to 12.30 a.m.
From Victoria Avenue to Snowdon.—10 minutes service 5.50 a.m. to 8.30 p.m.

Bout de l'île:
From Lasalle and Notre Dame—60 min. service from 5.00 a.m. to 12.00 midnight

Tetrautville:
From Lasalle and Notre Dame—15 min. service 5.00 a.m. to 9.00 a.m. | 15 min. service 3.30 p.m. to 7.00 p.m.
30 min. service 9.00 a.m. to 3.30 p.m. | 30 min. service 7.00 p.m. to 12 mid.

Pointe aux Trembles via Notre Dame:
From Notre Dame and 1st Ave. Maisonneuve. 15 min service from 5.15 a.m. to 8.00 p.m.
20 " " " 8.00 p.m. to 12.20 a.m.
Extra last car for Blvd. Bernard at 1.20 a.m.