

Traffic Returns.**CANADIAN PACIFIC RAILWAY.**

Year to date.	1911.	1912.	1913.	Increase.
Dec. 31	\$108,365,000	\$131,401,000	\$135,059,000	\$6,658,000
Week ending	1 12	9 3	1914.	Decrease
Jan. 7	\$1,602,000	\$2,149,000	\$1,850,000	\$290,000
" 14	1,349,000	1,996,000	1,563,000	433,000
" 21	1,503,000	2,177,000	1,720,000	405,000
" 31	2,747,000	3,060,000	2,534,000	612,000

GRAND TRUNK RAILWAY.

Year to date.	1911.	1912.	1913.	Increase.
Dec. 31	\$52,620,403	\$56,557,776	\$3,937,373	
Week ending	1912.	1913.	1914.	Decrease
Jan. 7	\$745,984	\$850,889	\$797,268	\$53,621
" 14	755,675	800,353	803,919	56,434
" 21	760,575	881,424	879,948	4,476

CANADIAN NORTHERN RAILWAY.

Year to date.	1911.	1912.	1913.	Increase.
Dec. 31	\$17,477,300	\$21,443,500	\$24,104,800	\$2,661,300
Week ending	1912.	1913.	1914.	Increase
Jan. 7	\$289,200	\$341,500	\$364,700	\$23,200
" 14	241,400	359,000	362,000	3,000
" 21	299,300	301,500	312,200	11,700
" 31	447,300	511,400	502,200	18,800

TWIN CITY RAPID TRANSIT COMPANY.

Year to date.	1911.	1912.	1913.	Increase.
Dec. 31	\$7,719,036	\$8,113,804	\$8,785,968	\$672,164
Week ending	1912.	1913.	1914.	Increase
Jan. 7	\$139,542	\$157,302	\$161,584	\$12,202
" 14	141,458	152,049	165,914	13,865

HAVANA ELECTRIC RAILWAY CO.

Week ending	1913.	1914.	Increase
Feb. 1	50,366	51,880	514

DELUXE SUPERIOR PAPER CO.

Week ending	1912.	1913.	1914.	Increase
Jan. 7	\$19,780	\$20,595	\$22,977	\$2,382
" 14	19,520	20,170	22,795	2,625
" 21	20,014	21,169	23,129	1,959

DETROIT UNITED RAILWAY.

Week ending	1912.	1913.	1914.	Decrease
Jan. 7	\$164,940	\$20,788	\$197,245	\$8,543
" 14	204,551	195,472	9,079	
" 21	209,102	203,541	5,561	

CANADIAN BANK CLEARINGS.

	Week ending Feb. 4, 1914.	Week ending Jan. 29, 1914.	Week ending Feb. 6, 1913.	Week ending Feb. 8, 1912.
Montreal	\$1,097,844	\$1,077,808	\$1,031,746	\$12,723.30
Toronto	4,449,332	3,449,134	4,467,172	3,002,227
Ottawa	3,910,567	3,417,597	4,254,122	4,818,588

MONEY RATES.

	To-day	Last Week	A Year Ago
Call money in Montreal	6 1/2 %	6 1/2 %	6 1/2 %
" " in Toronto	6 1/2 %	6 1/2 %	6 1/2 %
" " in New York	1 1/2 %	1 1/2 %	1 1/2 %
" " in London	3 1/4 %	1 1/2 %	4 1/4 %
Bank of England rate	3 %	3 %	5 %

DOMINION CIRCULATION AND SPECIE.

Nov. 30, 1913	\$132,885,199	May 31, 1913	\$113,746,734
Oct. 31	115,460,671	April 30	114,206,017
Sept. 30	115,496,554	March 31	112,101,886
August 31	113,401,170	February 28	110,441,879
July 31	116,363,538	January 31	113,602,030
June 30		December 31, 1912	115,836,488

Specie held by Receiver-General and his assistants:-

Nov. 30, 1913	\$116,491,009	May 31, 1913	\$100,481,562
Oct. 31	101,716,293	April 30	100,706,287
Sept. 30	98,986,515	March 31	98,507,113
August 31	91,593,032	February 28	95,722,004
July 31		January 31	101,899,800
June 30	100,437,594	December 31, 1912	101,076,547

INDISPENSIBILITY OF THE AGENT.

If, as some think, insurance rates are immoderately high, they will never be minimized to any extent by a reduction in the expense account of the insurance companies. The insurance business cannot escape the hardship of being a retail business. In this the cost of selling is determined by the extent of competition. All the world over the proportion of insurance premium paid in expenses is much the same, and it is hardly possible that a conspiracy of wastefulness exists in regard to the matter. The position of the agent must not and can not be looked upon as that of an over-paid (or parasitic) middleman. Circumstances have made him an indispensable instrument of insurance progress. In the future a properly awakened sense of his responsibility and remuneration according to the quality and not the quantity of his services will make him one of the chief factors in curtailing our waste by fire.—*Mr. J. Grove Smith, Toronto.*

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