

Traffic Returns.

CANADIAN PACIFIC RAILWAY.				
Year to date	1913	1914	1915	Decrease
Nov. 30.	\$126,373,000	\$99,936,000	\$93,542,000	\$ 6,394,000
Week ending	1913	1914	1915	Increase
Dec. 7..	3,069,000	1,766,000	3,046,000	1,280,000
14..	2,681,000	1,707,000	3,055,000	1,348,000
21..	2,699,000	1,604,000	2,945,000	1,341,000
31..	3,306,000	2,244,000	3,534,000	1,290,000

GRAND TRUNK RAILWAY.				
Year to date	1913	1914	1915	Decrease
Nov. 30..	\$51,796,424	\$47,388,224	\$45,721,176	\$1,667,048
Week ending	1913	1914	1915	Increase
Dec. 7..	1,015,199	865,052	1,012,326	147,274
14..	1,029,319	870,962	1,023,433	152,471
21..	994,779	840,347	1,040,059	199,712
31..	1,922,055	1,511,606	1,743,306	231,700

CANADIAN NORTHERN RAILWAY.				
Year to date	1913	1914	1915	Decrease
Nov. 30..	\$21,848,800	\$19,213,900	\$18,886,400	\$1,327,500
Week ending	1913	1914	1915	Increase
Dec. 7..	583,500	502,700	830,600	327,900
14..	503,200	427,800	823,700	395,900
21..	515,400	414,800	774,400	359,600
31..	653,900	464,300	1,006,900	542,600

TWIN CITY RAPID TRANSIT COMPANY.				
Year to date	1913	1914	1915	Increase
Nov. 30	\$8,099,991	\$8,404,457	\$8,518,130	\$113,673
Week ending	1913	1914	1915	Increase
Dec. 7..	\$172,616	173,987	183,207	9,220
14..	172,596	172,966	179,416	6,450
21..	182,289	189,787	7,498

HAVANA ELECTRIC RAILWAY COMPANY.				
Week ending	1914	1915	Increase	
Oct. 3....	\$48,810	\$50,281	\$1,471	
10....	53,934	50,336	Dec. 3,598	

DULUTH SUPERIOR TRACTION CO.				
Week ending	1913	1914	1915	Increase
Dec. 7..	\$24,816	\$23,650	\$24,751	\$1,101
14..	24,456	23,120	23,834	714
21..	24,983	24,517	24,593	76
31..	37,250	36,570

MONEY RATES.

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

CANADIAN BANK CLEARINGS.

	Week ending Jan. 6, 1916	Week ending Dec. 29, 1915	Week ending Jan. 7, 1915	Week ending Jan. 9, 1914
Montreal...	\$63,886,321	\$58,048,779	\$41,670,530	\$56,512,398
Toronto...	53,559,882	37,490,512	37,167,667	51,304,250
Winnipeg...	44,004,131	44,528,999
Ottawa.....	5,120,968	4,477,294	3,980,655

**Montreal Tramways Company
SUBURBAN TIME TABLE, 1915**

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.
20 " " 9.00 " 4 p.m. Extra last car at 12.50 a.m.

Sault aux Recollet and St. Vincent de Paul :

From St. Denis to St. Vincent—
15 min. service 5.15 a.m. to 8.00 a.m. 30 min. service 8.00 p.m. to 11.35 p.m.
20 " " 8.00 " 4.00 p.m. Car to Henderson only 12.00 mid.
15 " " 4.00 " 7.00 p.m. Car to St. Vincent 12.40 a.m.
20 " " 7.00 " 8.00 p.m.

From St. Vincent to St. Denis—
15 min. service 5.45 a.m. to 8.30 a.m. 30 min. service 8.30 p.m.
20 " " 3.30 " 4.30 p.m. Car from Henderson to St. Denis
15 " " 4.30 p.m. 7.30 p.m. 12.20 a.m.
20 " " 7.30 " 8.30 p.m. Car from St. Vincent to St. Denis
1.10 a.m.

Cartierville :

From Snowdon's 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 12.30 a.m.

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 a.m.
From Victoria Avenue to Snowdon,—
10 minutes service 5.50 a.m. to 8.50 p.m.

Bout de l'Île :

60 min. service 5.00 a.m. to 12.00 midnight.

Tetrautville :

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 8.00 a.m. to 3.30 p.m. 30 min. service 7.00 p.m. to 8.30 p.m.

Pointe aux Trembles :

15 min. service 5.00 a.m. to 9.00 a.m. 30 min. service 7.00 p.m. to 11.00 p.m.
20 " " 9.00 a.m. to 3.30 p.m. 60 " " 11.00 p.m. to 1.00 a.m.
15 " " 3.30 p.m. to 7 p.m.

**THE MUTUAL'S RED LETTER YEAR
\$100,000,000**

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After forty-six years of quiet but steady progress, The Mutual has on its books one hundred millions of strictly high class business.

This result is noteworthy because the Company has never for a moment failed to make increase in business secondary to quality of service.

Twenty-six years were required to reach the first twenty millions; only eight years for the second twenty, five for the third, and three each for the fourth and fifth, making one hundred millions.

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