

**Traffic Returns.**

CANADIAN PACIFIC RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Oct. 31...	\$107,151,000	\$113,193,000	\$92,113,000	\$21,080,000
Week ending	1912.	1913.	1914.	Decrease
Nov. 7....	\$2,938,000	\$3,204,000	\$1,908,000	\$1,296,000
" 14....	2,916,000	3,124,000	1,878,000	1,246,000

GRAND TRUNK RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Oct. 31...	\$43,154,930	\$47,252,791	\$43,617,818	\$3,634,973
Week ending	1912.	1913.	1914.	Decrease
Nov. 7....	\$1,061,984	\$1,118,707	\$906,941	\$211,766
" 14....	1,064,317	1,022,375	860,676	161,699

CANADIAN NORTHERN RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Oct. 31...	\$16,802,100	\$19,175,500	\$16,302,900	\$2,872,600
Week ending	1912.	1913.	1914.	Decrease
Nov. 7....	\$590,300	\$620,400	\$384,300	\$236,100
" 14....	609,500	643,500	370,600	272,900

TWIN CITY RAPID TRANSIT COMPANY.				
Year to date.	1912.	1913.	1914.	Increase
Oct. 31...	\$6,014,835	\$7,265,080	\$7,661,154	\$396,074
Week ending	1912.	1913.	1914.	Increase
Oct. 7....	\$155,485	\$170,415	\$179,180	\$8,765
" 14....	155,869	171,537	176,066	4,529
" 21....	154,793	169,378	178,803	9,425
" 31....	223,352	247,633	257,099	9,466

HAVANA ELECTRIC RAILWAY COMPANY			
Week ending	1913.	1914.	Increase
Nov. 1....	45,198	50,271	5,073
" 8....	54,269	55,467	1,198
" 15....	54,016	53,564	Dec. 452

DULUTH SUPERIOR TRACTION CO.				
Nov. 7....	1912.	1913.	1914.	Decrease
	20,455	25,184	24,191	993

**CANADIAN BANK CLEARINGS.**

	Week ending Nov. 19, 1914	Week ending Nov. 12, 1914	Week ending Nov. 20, 1912	Week ending Nov. 21, 1913
Montreal...	\$50,429,244	\$48,466,690	\$62,767,596	\$59,362,145
Toronto....	39,424,172	36,891,429	46,237,547	46,373,820
Ottawa....	4,443,591	4,132,354	4,595,479	4,057,846

**MONEY RATES.**

	To-day	Last Week	A Year Ago
Call money in Montreal...	6 - 6 1/2 %	6 - 7 %	6 1/2 %
" " Toronto...	6 - 6 1/2 %	6 - 7 %	6 1/2 %
" " New York...	5 %	5 1/2 - 6 %	2 1/2 - 3 %
" " London....	1 - 1 1/2 %	1 - 1 1/2 %	4 1/2 - 4 1/2 %
Bank of England rate....	5 %	5 %	5 %

**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 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—  
20 min. service 5.20 a.m. to 6.00 a.m. 30 min. service 8.00 p.m. to 11.30 p.m.  
10 " " 6.00 " 8.00 " Car to Hendersons only 12.00 mid.  
20 " " 8.00 " 4.00 p.m. Car to St. Vincent 12.40 a.m.  
10 " " 4.00 p.m. to 8.00 "

From St. Vincent to St. Denis—  
20 min. service 5.50 a.m. to 6.30 a.m. 30 min. service 8.30 p.m. to 12.00 mid.  
10 " " 6.30 " 8.30 " Car from Hendersons 12.20 a.m.  
20 " " 8.30 " 4.30 p.m. Car from St. Vincent 1.10 a.m.  
10 " " 4.30 p.m. to 8.30 "

**Cartierville:**

From Snowdon's Junction— 20 min. service 5.20 a.m. to 10.40 p.m.  
40 " " 10.40 p.m. to 12.00 mid.  
From Cartierville— 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.  
60 " " 9.00 p.m. to 12.00 midnight

**Tetraulville:**

15 min. service 5.00 a.m. to 6.30 p.m.  
30 " " 6.30 " 8.30 p.m.

**TABLES OF COMPOUND INTEREST**

for each rate between 3/4 and 10 per cent per annum proceeding by intervals of one-eighth, and from 1 year to 100 years. I. Present value of £1 receivable at the end of each year. II. Present value of £1 per annum receivable at the end of each year. III. Amount of £1 at the end of each year. IV. Amount of £1 per annum at the end of each year.

By the Late Lieut.-Col. W. H. OAKES, A.I.A.

Price \$5.

On Sale by The Chronicle, Montreal.

**WHERE STATE INSURANCE FAILS.**

Advocates of workmen's compensation insurance by the Government are fond of citing Norway as an example of efficient administration of that system. Here are the real facts in regard to Norway as given by Mr. H. G. Villard, a social student and expert on workmen's compensation laws, who has fully investigated the workmen's compensation systems in nine different counties of Europe:

"Low Norwegian administration costs, therefore, are not so much the result of economy and efficiency in management as they are of the fact that the state looks after only a small portion of the accidents. \* \* \* The experience of Norway is far from bearing out the contention of those who believe in the superiority of state as contrasted with private insurance of workmen's accidents. The Norwegian insurance office is not conducted on careful business lines, but is run in a more or less happy-go-lucky style. It has a chronic deficiency which is now higher than ever. Political influences have prevented the necessary legislative authority to introduce correct premium rates. Dangerous occupations pay far too little at the expense of industries wherein the accident risk is slight. Gross favoritism toward some classes of employers has been shown. Low administration costs are due to the department having handled only a small percentage of all accident cases. Premiums are not varied—good, bad and indifferent establishments are treated alike. No incentive is held out to employers to introduce accident preventing rules or devices. In no respect, therefore, does the record of the Norwegian insurance office prove the superiority of state over a system of private insurance."

Press notices and dispatches as collated by the bonding of the Fidelity & Casualty Company of New York indicate for the month of September, 1914, the following defalcations: Banks and trust companies, \$241,333.62; beneficial associations, \$31,970.18; public service, \$14,717.51; general business, \$208,272.64; insurance companies, \$65,465; transportation companies, \$3,834.87; miscellaneous, \$31,525.43; total, \$597,119.25.