

Traffic Returns.

CANADIAN PACIFIC RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Aug. 31.	\$82,869,000	\$86,949,000	\$72,480,000	\$14,469,000
Week ending	1912.	1913.	1914.	Decrease
Sept. 7.	\$2,649,000	\$2,496,000	\$2,110,000	\$386,000
" 14.	..	2,462,000	2,493,000	Inc. 34,000
GRAND TRUNK RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Aug. 31.	\$33,493,694	\$37,334,509	\$34,541,840	\$2,792,669
Week ending	1912.	1913.	1914.	Decrease
Sept. 7.	\$1,082,457	\$1,099,259	\$1,088,113	\$11,146
" 14.	..	1,114,856	1,096,942	47,914
CANADIAN NORTHERN RAILWAY.				
Year to date.	1912.	1913.	1914.	Decrease
Aug. 31.	\$12,779,400	\$14,493,500	\$12,297,700	\$2,195,800
Week ending	1912.	1913.	1914.	Decrease
Sept. 7.	\$376,400	\$382,400	\$320,000	\$62,400
" 14.	..	398,900	458,700	Inc. 60,700
TWIN CITY RAPID TRANSIT COMPANY.				
Year to date.	1912.	1913.	1914.	Increase
Aug. 31.	\$4,582,178	\$5,725,006	\$6,074,205	\$349,198
Week ending	1912.	1913.	1914.	Increase
Aug. 7.	\$159,683	\$173,141	\$183,414	\$10,273
" 14.	158,485	168,136	172,640	4,504
" 21.	160,110	173,035	180,173	7,138
" 31.	231,093	255,557	252,781	Dec. 2,776
Sept. 7.	238,083	218,422	185,293	*33,129

* Change in date of State Fair.

HAVANA ELECTRIC RAILWAY COMPANY				
Week ending	1913.	1914.	Decrease	
Aug. 2	55,588	53,184	2,404	
" 9	56,067	54,066	2,001	
" 16	56,108	52,246	3,862	
" 23	52,546	49,052	3,494	
" 30	52,675	50,179	2,496	
DULUTH SUPERIOR TRACTION CO.				
Week ending	1912.	1913.	1914.	Increase
Aug. 7	25,888	26,195	26,250	55
" 14	23,418	25,229	25,682	453
" 21	23,374	26,591	26,709	118
" 31	33,298	37,504	36,552	Dec. 952
DETROIT UNITED RAILWAY.				
Week ending	1912.	1913.	1914.	Decrease
May 7.	\$203,667	\$2,9753	\$223,133	\$16,621
" 14.	195,977	238,104	221,628	16,477

CANADIAN BANK CLEARINGS.

	Week ending Sept. 17, 1914	Week ending Sept. 10, 1914	Week ending Sept. 18, 1913	Week ending Sept. 19, 1912
Montreal	\$48,999,937	\$39,645,639	\$57,692,953	\$59,618,171
Toronto	37,995,394	28,989,895	41,101,903	36,767,485
Ottawa	4,027,914	3,964,803	4,245,088	4,212,513

NOTE.—Five days only last week.

MONEY RATES.

	To-day	Last Week	A Year Ago
Call money in Montreal	6-7%	6-7%	6-6%
" " Toronto	6-7%	6-7%	6-6%
" " New York	6-8%	6-8%	2%
" " London	2-2 1/2%	2-3%	2-2 1/2%
Bank of England rate	5%	5%	4 1/2%

**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 " "	10 " " 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 8.30 p.m. to 12.30 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	
Tetrautville:	
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.

EXPENSIVE STATE INSURANCE.

(Continued from p. 1309.)

ployers—those with relatively low risks—will be dissatisfied with any form of monopolistic insurance, for it will result, generally, in their being treated indifferently on a par with their more negligent competitors. The state can strictly regulate and supervise competition by private insurance and can keep it within proper limits; and it can make private agencies as generous, prompt and certain in furnishing compensation as the state itself intends to be in its own insurance service. What, then, is to be gained by giving a branch of government a monopoly of the field and by refusing to permit employers to accomplish the same results by other means than participating in the government scheme? Because state officials realize that they cannot meet the rivalry of private companies, that their administration will be handicapped by extravagance and waste which private business concerns do not tolerate, and that they would suffer by the comparison with corporate efficiency if there should be competition in the same service, is the principal cause of but is not a sound reason for the advocacy of a governmental monopoly. That the prevailing opinion in Europe is opposed to a political monopoly of insurance is demonstrated by the fact that almost all the compulsory compensation insurance laws, adopted since the Norwegian law, have either resorted to compulsory self-managed mutual insurance or have given employers a choice between different methods of securing or insuring the liability. Monopolistic state insurance is certainly regarded as an evil to be avoided.

At the present time the Ottawa Mint is ready to handle about 3,000 ounces of Canadian gold. Additional equipment is now being installed and by the beginning of next year there will be a ready market at the Ottawa Mint for all Canadian gold submitted under the conditions prescribed by the administration.