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to become a nation of
Bondholders!*

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TRAFFIC RETURNS

		Canadian Pacific Railway			
Year to date	1917	1918	1919	Increase	
Jan. 31.....	\$8,941,000	\$10,570,000	\$12,797,000	\$2,227,000	
Week ending	1917	1918	1919	Increase	
Feb. 7.....	1,890,000	2,096,000	2,579,000	485,000	
Feb. 14.....	2,180,000	2,306,000	2,883,000	577,000	
" 21.....	2,225,000	2,435,000	2,729,000	294,000	
		Grand Trunk Railway			
Year to date	1917	1918	1919	Increase	
Dec. 31.....	\$60,260,630	\$58,057,913	\$70,704,132	\$12,646,219	
Week ending	1917	1918	1919	Increase	
Jan. 7.....	1,076,606	737,848	1,003,631	229,783	
Jan. 14.....	1,072,915	654,794	1,029,578	374,784	
Jan. 21.....	1,026,907	555,504	940,925	375,421	
Jan. 31.....	1,564,660	982,192	1,428,095	445,903	
Feb. 7.....	928,462	480,714	905,449	424,735	
Feb. 14.....	828,671	531,316	947,889	416,573	
" 21.....	956,487	683,121	974,220	291,099	
		Canadian National Railways			
Year to date	1917	1918	1919	Increase	
Jan. 31.....	.....	\$4,697,567	\$6,744,018	\$2,046,451	
Week ending	1917	1918	1919	Increase	
Feb. 7.....	.....	1,003,473	1,436,757	433,284	
Feb. 14.....	.....	1,147,484	1,545,442	397,958	
" 21.....	1,061,581	1,505,872	444,291	

The Home Bank of Canada



Original Charter 1854

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throughout Canada

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Transportation Bldg., St. James Street

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The problem of the relations between CAPITAL and LABOR.

The problem of POVERTY.

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A school of practical economy, established for them, will always welcome them, no matter how small may be the savings confided to its care.

WE AFFORD ABSOLUTE SECURITY.

A. P. LESPERANCE, General Manager.