

NATIONAL ECONOMY IMPORTANT.

Heavy Government borrowing, withdraws capital from commercial use, prevents normal business activity from being resumed, and deranges rates of interest. It is agreed by all nations that it should not go on longer, after the close of hostilities, than is absolutely unavoidable. Not to heed the indications of the time, and the danger signals of the commercial world must mean disaster—a disaster which cannot be avoided, however, its advent may be marked. In this connection the New York Journal of Commerce says:

The only way in which taxation and borrowing can be reduced, the investor set free from some of the burdens now resting upon him, the business world encouraged to restore normal conditions, and prices be eventually placed upon a stable basis, is through the cessation of the influences and conditions which are primarily responsible for the present state of affairs. Among these the most conspicuous are those which grow out of excessive taxation and excessive borrowing. These can be reduced and ultimately eliminated only by one means—that of public economy."

General injunctions as to the necessity of economy are, however, of very little use, because the advocates of each enterprise or scheme invariably regard their favourite project as fundamentally necessary. It will be essential therefore to focus public opinion definitely upon the main items in public outlay in order that there may be some conclusion as to the lines to be followed.

Revival of Building.

An industry in which much enterprise and capital were enlisted before the war, but which was the most cut down, or paralysed by the war activities, is that of building construction. The need of more buildings is now quite pressing, especially for residence in large cities and populous districts. There are also changes in industry and trade that require building construction on a growing scale.

The revival of this industry and the opportunity for increased employment in it, are somewhat hindered and delayed by uncertainty of cost, as the prices of different material and the wages of labor have been carried high up, and just how they

are to be readjusted cannot be foreseen. Besides, the supply cannot be immediately extended to meet demand, and be distributed where it is wanted. Meantime rents are high where structures for residence or for trading or manufacturing are lacking. Their advance on account of the demand exceeding the supply may not be justified in some cases, but it is not to be expected that they would be kept on a low level when there was an urgent demand from people ready to pay more than former occupants would. As prices of material and wages of labor get fairly adjusted, so as to be depended upon, there is sure to be a vigorous revival in the building industry.

TRAFFIC RETURNS

Canadian Pacific Railway

Year to date	1917	1918	1919	Increase
March 31.....	\$30,465,000	\$32,154,000	\$35,770,000	\$3,839,000
Week ending	1917	1918	1919	Increase
April 7.....	2,830,000	2,984,000	2,921,000	*63,000
" 14.....	2,833,000	2,935,000	2,868,000	*67,000
" 21.....	2,708,000	3,016,000	3,037,000	21,000

Grand Trunk Railway

Year to date	1917	1918	1919	Increase
March 31.....	\$ 13,532,631	\$ 9,443,876	\$14,003,850	\$4,599,974
Week ending	1917	1918	1919	Increase
April 7.....	1,215,768	1,012,494	1,274,553	262,059
" 14.....	1,103,119	1,058,517	1,263,483	204,966
" 21.....	1,085,931	1,012,494	1,248,310	235,816

Canadian National Railways

Year to date	1917	1918	1919	Increase
March 31.....		\$14,835,731	\$19,571,851	\$4,742,120
Week ending	1917	1918	1919	Increase
April 7.....		1,569,763	1,450,444	*119,319
" 14.....		1,671,776	1,583,458	*88,318
" 21.....		1,086,046	1,561,366	*124,680

LETTERS OF CREDIT FOREIGN DRAFTS TRAVELLERS' CHEQUES

Letters of Credit or Drafts issued to over 1,500 principal points in the Kingdom and the world-wide British Empire, and countries of Europe and Asia not still under the war ban.

Travellers' Cheques supplied good everywhere in Canada and the United States.

Branches and connections throughout Canada.

HOME BANK OF CANADA

Transportation Building, 120 St. James Street.
2111 Ontario East, cor. Davidson Street.
1318 Wellington Street, Verdun.

AUSTRALIA and NEW ZEALAND BANK OF NEW SOUTH WALES

(ESTABLISHED 1817)

Paid-up Capital	-	-	-	-	-	\$19,524,300.00
Reserve Fund	-	-	-	-	-	15,125,000.00
Reserve Liability of Proprietors	-	-	-	-	-	19,524,300.00
						<u>\$54,173,600.00</u>
Aggregate Assets 30th Sept., 1918.						\$310,575,676.00



SIR JOHN RUSSELL FRENCH, K.B.E. General Manager.

336 BRANCHES and AGENCIES in the Australian States, New Zealand, Fiji, Papua (New Guinea), and London
The Bank transacts every description of Australian Banking Business. Wool and other Produce Credits arranged

Head Office:
GEORGE STREET, SYDNEY.

Agents: Bank of Montreal
Royal Bank of Canada

London Office:
25, THREADNEEDLE STREET, E.