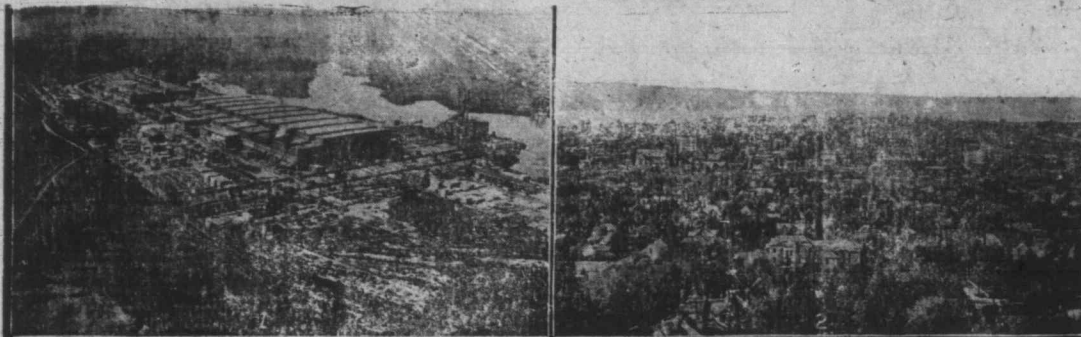


NEW CANADIAN INDUSTRIES



(1) National Steel Car Co., Hamilton, Ont.
(2) Centr. I. Portion of Hamilton, Ont.
(3) Canac. an Connecticut Cotton Mills, Sherbrooke, Que.
(4) Blast Furnaces, Steel Co. of Canada, Hamilton, Ont.

THE process of the establishment of branches of American industrial concerns within the borders of the Dominion of Canada has been going on for a good many years—ever since it became apparent that no political party was likely to modify very seriously the "protective" character of the country's fiscal policy. It might reasonably have been expected that the shock of war would put a stop, temporarily at least, to this process of peaceful penetration; but the opposite has been the case. Even since the recovery of capital from its paralysis, eight months or so after the war began, the establishment of American branches in Canada has been going on with greater energy and determination than before, and investigation has shown that the war, instead of discouraging such ventures, has afforded new reasons to justify it.

Speaking broadly, the American firms which have established themselves in Canada during the past twelve or fifteen months have been actuated by one or both of two main considerations. Either they have had an eye on the Canadian domestic market, and have regarded the present as a favorable opportunity for a campaign in it because of their own abnormal cash reserves, and the exceptional prosperity and activity of the Dominion; or (this is the explanation in the majority of cases) they have had an eye not only to the Canadian market but also to the vast territory of the Entente Allies, and are convinced that in the fiscal arrangements which will follow the conclusion of peace, no neutral country will receive "most-favored-nation" treatment from any of the Allied countries.

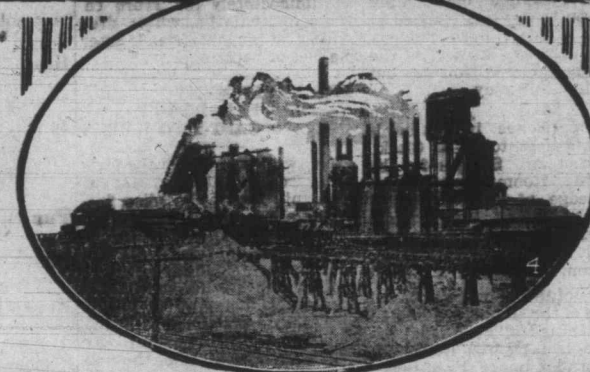
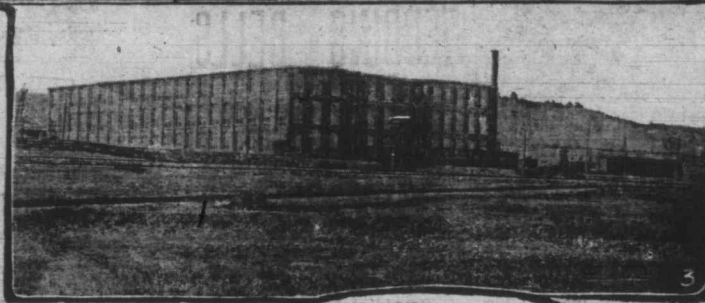
Canada, combining the economic advantages of the American continent with its wealth of raw material and of skilled labor, with the market advantages of a member of the belligerent Entente, is the natural basis of operations for an American concern with designs upon European markets. This, according to the industrial commissioners of various Canadian cities, and of the Canadian Pacific Railway, is the main motive in inducing most of the recent American branch establishments in Canada, and is likely to bring to Canada within the next few years industrial capital running to many hundreds of millions.

American concerns which have established plants in Canada since the beginning of 1915, in an imposing evidence of the attractive power of the Canadian market and of Canadian export possibilities. It should be added that all of the establishments are substantial plants, built for meeting a large business and for carrying on, not merely a sales agency or an assembling process, but practically the entire process of production from the purchased raw material to the finished article.

One of the first American products to meet with an avowed policy of fiscal discouragement in Free Trade England, as a result of the war and its effect upon trade balances, was the automobile. The establishment of branches of American automobile concerns in Canada has already been going on for some years, owing to the great growth in Canadian consumption of the article and the popularity of American brands. But the present situation has given a tremendous impetus to the movement. Existing plants have been vastly enlarged, and three new and important plants have been undertaken, those of the Maxwell Motors at Windsor, Ontario, the Cadillacs Motor Company at Walkerville, Ontario, and the Chevrolet Motor Company at Oakville, Ontario. This is exclusive of the acquisition and enlargement of Canadian-owned plants by American firms for the manufacture of American brands of cars.

One of the biggest industrial undertakings of the year was that of the of an immense plant in Hamilton, Ontario. The famous packing house of Proctor & Gamble's Company, the proprietors of Ivory Soap and of sundry other soap and cottonseed oil products, who have commenced the erection of a new and enlarged plant in Hamilton, Ontario (which city, it will be noted, is a favorite with American industries owing to its combination of cheap power and good labor supply with the best of shipping facilities). The Flint Varnish & Color Company has put up a branch factory at Toronto, Ontario; and the Link Belt Company is locating in the same city. Sherrer & Gillett, makers of store counters, are establishing at Guelph, Ontario. The Maple Leaf Condensing Company, a Detroit concern, is at Chertsville, Ontario.

The number of concerns establishing in the Province of Quebec has



been small compared with those of Ontario, but the present labor situation, which is much more favorable in Quebec, is likely to correct that to some extent. An important asset to the industries of Sherbrooke, Quebec, is that of Kayser & Company, the famous manufacturers of silk gloves, stockings, and other articles. The Aetna Explosive Company, at Drummondville, Quebec, has been improperly regarded as a war industry; it is so for the time being, but its immense plant has been designed so as to be applicable to the manufacture of dyes when the explosive business falls off. A rumor, which appears to have good foundation, though not officially confirmed, asserts that one of the great American chemical and explosives concerns has made all preparations for the establishment of a plant for the production of nitrates from atmospheric nitrogen at one of the hitherto undeveloped powers of Quebec Province.

Several American concerns already operating in Canada have found that their existing plants are not equal to the demands which they anticipate. The Dominion Sugar Company, which is largely financed by American sugar-refining capital, is adding a big plant at Chatham, Ontario, to its existing buildings at Wallaceburg in the same province. The Goodyear Tire & Rubber Company is removing from small premises at Bowmanville, Ontario, to an immense property which it has bought at New Toronto, Ontario.

These examples, all of them being enterprises undertaken long after Canada's participation in the war and her financial sacrifices for that cause were known and allowed for, are convincing evidence that the progressive manufacturers of the United States have perfect confidence in Canada as a field for industrial investment. As most of them are looking for an export trade, it would appear that they are satisfied that production costs in Canada will not be materially altered after the war, either as regards labor supply, cost of living, or burdens of taxation. Mr. Graham W. Curtis, Industrial Agent of the Canadian Pacific Railway, stated recently that he had found American business men greatly impressed by the showing of financial American confidence in, and comprehension of, Canada, was greater than strength made by the Dominion since the war, and that undoubtedly at any other previous date.

Italians Must Stop Trading With Enemy

Rome, Aug 4, via Paris.—The Italian Government, according to the Messagero, is about to publish a decree forbidding all Italians, including those living abroad, from doing business with nationals in alliance with enemies of Italy. Agreements, in spite of the prohibition, it is stated, will be punished.

Clifford W. Fairn of Calgary who recently succeeded T. B. Kidner, Director of Technical Education left on Friday for his home after a visit to his brother L. R. Fairn of Aylesford. The latter accompanied his brother as far as Truro.—Outlook.

The Sackville Tribune says: Mrs. Mortimer Smith returned last week from a three weeks' visit with relatives in Kentville, Nova Scotia.

For a change sugar has taken a drop in price.

Enemy Airships Drop Bombs On Suez Canal

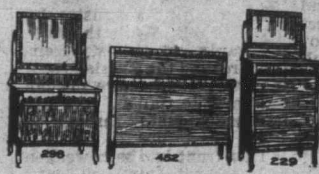
London, August 4.—A bombardment of shipping on the Suez Canal by hostile aeroplanes was announced today in an official statement. The attack was carried out by two machines over Lake Tinsah 45 miles south of Port Said. The town of Ismailia, on the lake border, also was bombarded. No damage was done by the bombardment in either case, according to the official statement.

Athens, via London, Aug. 4.—Two German aeroplanes from the Dardanelles today flew over the Island of Lemnos dropped bombs on the aerodrome of the Entente Allies. The aircraft were driven off by the fire of British vessels.

Master Harry and Robert Smith of Malden, Mass., are spending the summer with their aunt, Mrs. Rupert Porter, Canning.

Minard's Liniment Cures Diphtheria.

Colonial Bedroom Suite



made of selected birch, empire mahogany finish, dull or polished.

298.—Dresser, 40 in. wide, 18 in. deep, British bevelled mirror, 24 x 30. Price \$19.75

452.—Bed, 53 in. high, 57 in. wide. Price \$20.50

229.—Chiffonier, 33 in. wide, 18 in. deep. Price \$18.90

British bevelled mirror, 14 x 24. Price \$18.90

Freight paid for Ontario, Quebec and the Maritime Provinces, \$25.00 and up. We defy competition. Our prices are the lowest in the Dominion of Canada.

WRITE FOR CATALOGUE TO CITY HOUSE FURNISHING COMPANY 1340 St. Lawrence Boulevard, Montreal, Que.

Mrs. W. G. Parsons of Middleton has been stopping a few days at Kingsport.

Camp meeting at Berwick this week.

The largest halibut ever caught on the Island shores was shipped from Morell on Tuesday to Messrs. J. T. Crockett & Co., of Charlottetown. The fish when alive weighed about 450 pounds.

Excellent Farm For Sale

Situated at Waterville near station, post office and stores, 80 acres orchard giving 500 bbls of apples, village pasture and hay land, will cut 1000 cords of hard and soft wood and timber. Fine house, large new barn and other buildings. A fine location, soil excellent, and will be sold at price little in advance of what it would cost to put up new buildings. Part may remain on mortgage. For full particulars and price, address H. G. HARRIS, Kentville.

Immer sif

Pure Bred Percheron Station IMMERSIF

Will make following route fortnightly:

Tuesday Morning, June 13th., will leave owners stable, Canard, for Grand Pre, stopping overnight at Roy Woodman's; home next morning.

Thursday 15th., to Medford and Perea, returning home at night. Tuesday, 20th., leave home for Berwick via Billtown stopping at Everett Woodman's at noon; at W. L. Jackson's, Berwick, over night.

Wednesday, 21st., From Berwick to Kentville by Post Road to John Tobin's at noon. Home at night.

This repeated every fortnight until August 6th.

S. R. JACKSON, owner. CHESTER BENNETT, Groom.

NOTICE

For the rest of the season I am putting on cushion and hard rubber tires at rock bottom prices. Before buying elsewhere call and get my prices, they will surprise you.

Also Painting, repairing bike wagon wheels, also Iron and Wood Work and Trimmings of all kinds.

Shop in old Canning Factory opposite Hotel Aberdeen.

W. H. HARVEY, REPAIR SHOP, Kentville.

1916 Martin 1916

Clothing Cleaned and Pressed

Mens 3 piece Suit C & P.....75c
Mens 2 piece Suit C & P.....50c
Ladies Skirts Cleaned and Pressed.....25c
Ladies Jackets Cleaned and pressed.....25
Repairing a Specialty
No waiting
All work promptly done

R. P. MARTIN

Opposite J. D. Clark's Drug Store
Open Evening
Webster St., KENTVILLE N. S.

Lawn Mowers

Sharpened, Repaired Adjusted

Satisfaction Guaranteed

Illsley & Harvey Co., Ltd.

Machine Dept.

FOR SALE

The house and lot now occupied by Leonard Houghton at Halls Harbor. Kentville, N. S., April 25, 1916. W. E. ROSCOE.