

New American Merchants Marine Law

A new era in the development of an American merchant marine is foreshadowed in the terms of the Merchant Marine Bill, passed during the closing hours of the Congressional session and signed by the President, despite protests from the Department of State that its protection provisions would inevitably bring about differences with other countries. A new Shipping Board of six members is created and this board is directed to dispose of the Government fleet by sale. From the proceeds of such sales the Board is authorized to set aside \$25,000,000 annually to aid private citizens in the construction of ships in private yards. Further to encourage building it is provided that shipowners shall be exempted from income and excess profits taxes for the next ten years, provided they reinvest annually in ship construction a sum equal to the taxes they would otherwise have to pay. Entry to American ports is to be denied to foreign vessels which have en-

tered into agreements to control freight and passenger rates. The support of new routes for American ships is left to the discretion of the Shipping Board. To offset subsidies granted by foreign countries it is provided that the railroads of this country shall not grant an export rate on any shipment unless it is to be carried in a vessel of American registry. Export rates are ordinarily about 25 per cent. lower than the rates on domestic shipment. This regulation may, however, be suspended by the Shipping Board in the event that no ship of American registry is at the port from which the export is to be made, or that no American ship is plying the route over which it is proposed to send the goods. The consensus is that the merits of the new law will not be determined until the Shipping Board has exercised the large powers which are now granted to it.

C. F. Ramsay, vice-president of E. B. Crompton and Co., Limited, announced at Toronto last week the amalgamation of the Arcade, Limited, Hamilton, and E. B. Crompton and Co., Brantford, two large department stores, which takes effect August 1st.

The Bank of Nova Scotia. DIVIDEND No. 202.

Notice is hereby given that a Dividend at the rate of four per cent on the paid-up Capital Stock of this Bank has been declared for the quarter ending June 30th next, and that the same will be payable on and after Friday, the second day of July next, at any of the offices of the Bank in Canada. The Stock Transfer Book will be closed from the 16th to the 30th, proximo, inclusive.

By order of the Board,

H. A. RICHARDSON,
General Manager.

Halifax, N.S., May 21st, 1920.

Howard S. Ross, K. C.

Eugene R. Angers

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Ames, Holden, McCreedy Limited, Montreal	Factory
Ames Holden Tire Company, Kitchener	Factory
Childrens Memorial Hospital, Montreal	Hospital
Steel Company of Canada, Montreal	Nut & Bolt Works
Canadian Cottons Ltd., Cornwall	Weave Shed & W'house.
Canadian Cottons Limited, Milltown, N.B.	Weave Shed.
Canadian Cottons Limited, Marysville, N.B.	Dam.
Canada Amusement Company, Montreal	Loft Building.
Merchants Bank, Toronto	Bank Building.
Belding, Paul Corticelli Co., St. Johns, Que.	Factories.
Belding, Paul Corticelli Co., Montreal	Factory
Dougall Varnish Company, Montreal	Factory
Canadian Hart Accumulator Co., St. Johns, Que.	Factory
	Extension
Montreal Abattoirs Ltd., Montreal	Rendering Building
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MONTREAL TORONTO HALIFAX

More and Better Wheat.

At no time in the history of Canada has her wheat fields meant so much to the world as now. Canada produces wheat of the finest grades and in such large quantities as to place the Dominion well up among the wheat producing countries of the world. Both federal and provincial departments of agriculture have done their share in improving wheat varieties and extending the growth of this necessary cereal. An interesting account of the work that has been done is contained in the May number of The Agricultural Gazette, the official organ of the Department of Agriculture at Ottawa. It is there shown that the most widely grown varieties were developed by Canadian scientists. Preston, Stanley, Huron, Bishop, O.A.C. No. 104, Marquis, Ruby, and Prelude have each their valuable factors. The history and characteristics of each are given. The Seed Branch and the Department assists the Canadian Seed Growers' Association in extending the growth of pedigreed varieties. The Seed Branch itself encourages seed crop competitions and seed fairs, tests seeds for farmers and merchants, inspects seeds on sale, and has, through the Canadian Seed Purchasing Commission, ensured supplies of dependable seed wheat during recent years.

See The Great Lakes

"See the Great Lakes" is a suggestion that can be made to all Canadians, especially those in search of something new in the way of holiday trips. The Canadian Pacific Railway operates splendid, Clyde-built steamers, from Port McNicoll and Owen Sound, on Georgian Bay, to Fort William and Port Arthur at the head of Lake Superior. The trip takes two days, and gives the happy holiday-maker all the pleasures of an ocean voyage. Passing out of Georgian Bay, you cross the placid waters of Lake Huron, go through the Soo Canal at Sault Ste. Marie, with its magnificent locks, and then enter Lake Superior, with all its suggestions of the ocean. The trip is health-giving and breezy. The steamers are finely equipped and furnished, all kinds of deck recreation being available. When you get as hungry as a hunter—as you most certainly will—there is no better remedy than steamship cookery. Those who are making a journey to Western Canada or the Pacific Coast will find the Great Lakes route an extremely enjoyable alternative route; and those who do not intend to go so far can make a very pleasant round trip. These are two sailings a week in each direction from and to Port McNicoll and one each week to and from Owen Sound. Full particulars, and a copy of handsomely illustrated "Great Lakes" Folder can be obtained from Mr. F. C. Lydon, City Passenger Agent, 141-145, St. James Street, Montreal.

Owing to the lack of ocean steamship service, Austria has been unable to export her surplus crop of apples since 1917. An embargo, effective July 18, 1917, was placed against the importation of apples into Australia. This was removed on May 19 last.

CUNARD ANCHOR ANCHOR-DONALDSON

REGULAR SERVICES

MONTREAL—GLASGOW			
July 3	Aug. 7	Sept. 11	Cassandra
July 17	Aug. 21	Sept. 25	Saturnia
N.Y.—GLASGOW (Via Moville)			
July 3	July 31	Aug. 28	Columbia
NEW YORK—LIVERPOOL			
June 26	July 24	Aug. 21	Caronia
July 17	Aug. 14	Sept. 11	*K. Aug. Vict.
N.Y.—PLY. CHEE. & LONDON.			
Oct. 16	Nov. 13		Caronia
N.Y.—PLYMOUTH, CHER. & S'HAMPTON			
June 25			Royal George
July 1	Aug. 5	Sept. 2	Mauretania
July 15	Aug. 12	Sept. 9	Imperator
July 31	Aug. 28	Sept. 22	Aquitania

For rates of passage, freight and further particulars apply to local agents or

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