

8 Per Cent. Cumulative

Preferred Industrial Stock

TO INVESTORS:—

We have arranged with Appleford Company, Limited, to act as their agents in placing a limited amount of their 8 per cent. Cumulative Preference Stock, dividends payable quarterly.

A bonus of one share of Common Stock is given with each 5-share purchase of Preference Stock.

The prospects are that interest rate will be considerably lower, so that an 8 per cent. investment now in a good industrial company should be attractive.

The "Prospectus" of the Company, subscription forms and other information are in our hands and we should be pleased to hear from anyone wishing to make a sane and safe investment.

WILLIAM D. HULF

Editor "The Record" Jarvis, Ontario

BIG BLOW AT BUSINESS

Ford Has Decided to Close All Factories.

Coal Strike Has Caused the Automobile Manufacturer to Take That Stand, and More Than 100,000 People Will Be Thrown Out of Work—Also Angry About Increase in Cost of Steel.

DETROIT, Aug. 29.—One hundred and five thousand employees of the Ford Motor Co. throughout the country will be without jobs after September 16.

In addition, several hundred thousand other workers employed in industries furnishing materials for Ford plants will be affected.

Henry Ford gave these figures on Saturday in announcing that his three big motor plants located in Detroit suburbs and his assembling plants throughout the country would be closed on that date because of the coal shortage.

The announcement was the most severe blow that industrial Detroit has sustained since the industrial depression of two years ago.

It means, according to Mr. Ford, that 75,000 men employed in the Highland Park, River Rouge and Dearborn plants of the company here will be without work.

How long the machinery in the Ford plants is to be stilled will depend entirely upon the coal supply of the future, the Detroit manufacturer said.

Mr. Ford criticized the fuel distribution machinery, which, he said, had made it impossible for his railroad, the Detroit, Toledo and Iron-ore, to obtain sufficient fuel at the various junctions to keep his factories here supplied.

The price of steel and other materials also entered into the decision to suspend operations, Mr. Ford said, adding that he had received notice of an advance in steel prices to be made shortly.

In his stand against prices of coal and steel, the manufacturer took the same position that prompted his decision to cease operations two years ago—that prices asked were unwarranted and that he would prefer suspension of work and a greater financial loss to the payment of higher prices on materials.

Industry in the United States must "throw up its hands in surrender" within a few weeks, if the rail and coal strikes continue, Mr. Ford declared.

Mr. Ford held financial interests responsible for the industrial tie-up, declaring that the "monopolies" were manipulating the labor unions, and that public officials, state and national, were impotent in the crisis.

The deadlock in strike negotiations indicated, he declared, the existence of a plot to unload the demoralized and run-down railroads on to the Government at their own price and to murder the people through excessive coal profits.

TWO MEN WERE KILLED.

Tragedy Occurred When Heavy Auto Turned Furtle.

ORILLIA, Aug. 29.—S. A. Sylvester, Toronto, and W. F. MacBean, Moose Jaw, Sask., are dead as a result of a motor car accident on Muskoka road, provincial highway, Friday night.

W. H. Scott, 67 Indian road, Toronto, the other occupant of the car, miraculously escaped with only a few bruises.

Mr. Sylvester, it is stated, was driving north to spend the week-end with his wife, son and daughter in Dorset, but had often gone over the road before. Just beyond the G.T.R. crossing, two miles north of Orillia, he overtook a car going in the same direction. According to witnesses he sounded his horn and endeavored to pass, but the other car held the road and put on speed, both cars going very fast.

Mr. Sylvester, determined to pass, apparently turned out too far and struck the end of a cement culvert, which threw his car into a ditch. Both men in the front seat were killed instantly.

Mr. Sylvester was a member of Sylvester & Gilpin, insurance brokers, Toronto.

W. F. MacBean was president and managing director of the Robinson-MacBean, Ltd., the largest department store in Moose Jaw. He was born in Forestburg, Ont., 45 years ago, and went to Moose Jaw in 1898, where he had been very prominent in all forms of civic enterprise.

British Troops Ambushed.

QUEENSTOWN, Ireland, Aug. 29.—A party of seven British artillerymen under Captain Kennedy, from Bere Island, in Bantry Bay, landed Friday from a launch at Castletown to draw pay for the troops on the island. They had proceeded only a short distance when they fell into an ambush by rebels.

Haldimand County Roads

(Continued from last week)

TIME SHEET No. 132. Alex Bradley, foreman (none) 32.50 Paul VanKuren, self and team 32.50 W. Sundry, self and team 32.50 E. Waines, self and team 32.50 E. Hamilton, self and team 32.50 C. Ostrander, self and team 35.00 L. Johnson, self and team 32.50 C. VanKuren, self and team 21.00 C. Sundry, labor, cor grader 19.50 Jas Waines, labor 16.25 Bay Sundry, laborer 17.50 Harry Jones, laborer 16.25 Tractor, tractor, grader and engineer 7.60

TIME SHEET No. 133. J. R. Hancock, foreman 1.25 J. R. Hancock, grading 53.90 Angus Heiden, self and team 4.00 Angus Heiden self and team 36.50 Angus Heiden self and team 2.00 Peter Elsie, self and team 2.00 Peter Elsie, self and team 2.50 Elgin Hare, laborer 2.00 Elgin Hare, laborer 42.00 Wm. McBay, laborer 2.00 Roy Hancock, laborer 2.00 Roy Hancock, self and team 2.00 Ryo Hancock, self and team 81.50 Thos McBay, self and team 52.50 George Battie, laborer 33.25 Harry Gifford, self and team 61.50 Jas Fawcett, self and team 61.50 Jas Edgar, self and team 7.50 L. Dickson, self and team 44.00

TIME SHEET No. 134. Amon Birk, foreman 1.00 Amon Birk, man and team 9.00 Amon Birk, self 24.50 Amon Birk, telephone etc 15.00 Amon Birk, telephone etc 15.00 Jacob Lint, self team etc 13.50 Fred Garber, self and team 1.25 Fred Garber, laborer 2.50 Eli Smelser, self and team 9.00 Wilfred Smelser, laborer 10.00 George Smelser, laborer 5.00 James Winger, laborer 2.25 William Lint, self and team 72.00 R. Vanderburg, self-tractor 12.00 Ben Falls, opr grader 12.00

TIME SHEET No. 135. Donald McCallum, foreman 64.00 Jno Brooks, self and team 75.00 J. W. Follick, laborer 35.00 Walter Follick, laborer 35.00 Jno McDonald, laborer 35.00 M. B. Shaver, self and team 70.00 M. B. Shaver, laborer 25.00 Edmond Dis, opr grader 34.50 Frank Garner, self and team 65.00 Robt Downey, self and team 65.00 Scott McMinch, self and team 57.50 Wallace Martin, self-team 10.00 Jas Follick, self and team 55.00 H. Rozell, laborer 17.50 R. Follick, laborer 6.25 R. Follick, self and team 45.00 Ed. Melick, self and team 40.00 L. Ricker, self and team 40.00 C. Rozell, self and team 37.50 W. L. Melick, self and team 32.50 Curtis Follick, laborer 12.50 Gordon Warner, laborer 11.25 Chas Miller, laborer 5.00 Alex. Rozell, laborer 5.00 Claude Hannigan, laborer 2.50

TIME SHEET No. 136. Jno Douglas, foreman 92.80 Falt Young, opr grader 34.50 Norman Smuck, self-tractor 252.00 Wm. Gribney, team impts 96.50 Wm. Bothwright, team etc 50.00 Ross Howley, team etc 38.50 Quint McBlain, laborer 18.75 J. D. Young, laborer 36.25 Jas. Parker, opr grader 1.50 H. Thompson, opr grader 7.50

TIME SHEET No. 137. F. L. Kline, foreman 5.50 Delbert Hoover, self and team 117.50 Chas Clarke, lab and grader 10.50 N. Vanderburg, self and team 72.00 B. Falls, opr grader 12.00

TIME SHEET No. 138. Isaac Huber, foreman 122.95 Lloyd Lane, level stone 65.00 Jno Vanwick, level stone 65.00 Jno Wilson, hauling stone 139.00 Wm. Kramp, hauling stone 112.50 Harry Link, 2 teams 192.50 Wm. Link, haul stone 125.00 Wait Zintel, engineer 107.20 Alf Wilson, laborer 20.00 Ernest Snider, haul stone 57.75 Oscar Culver, haul stone 43.00 Jno Pridmore, haul stone 51.00 Jno Logan, haul stone 82.50 Jno Logan, haul stone 82.50 Jno Huber, haul stone 82.50 Roy Holland, haul stone 93.50 Elake Caughell, haul stone 88.00 Harvey Sutor, haul stone 28.00 Chas Wilson, haul stone 99.00 A. Caughell, haul stone 74.25 Jas. McDonald, laborer 20.00 Cecil Culver, laborer 40.00 Sidney Best, haul stone truck 162.00 Oscar Culver, self and team 2.00

TIME SHEET No. 140. Thos Booker, foreman 87.50 Navim Culver, self and tract 331.21 Wesley Weidner, opr grader 56.40 Fred Reicheld, self and team 25.50 Wilfred Booker, self and team 95.50 Ernest Reicheld, laborer 47.50 Stephen Culver self and team 2.50 Stanley Wardell laborer 29.75 Earl Featherstone, laborer 5.00 Geo Ullman, laborer 2.50 Odie Culp, laborer 25.25 Wm Holland, self and team 90.50 Geo Lawrence, self and team 83.00 Ernest Jones, self and team 2.00

TIME SHEET No. 141. C. Forsythe, self and team 94.50 Chas Columbus, tractor etc 355.20 Austin Weidner, engineer 19.00 C. Forsythe, self and team 88.30 Howard Stewart, self-team 118.00 Geo Maxwell, self and team 5.00 E. Mackay, laborer 9.00 Jno McKay, self and team 6.50 Wes Forsythe, self and team 51.00 Calvin Bush, self and team 36.25 Francis Booth, self and team 22.50 Thos Wadsworth, laborer 22.50 Geo Duxbury, self and team 12.50 Chris Phipps, laborer 9.00 Chris Johnson, self and team 19.00 W. Mattice, laborer 5.00 Geo Bartlett, laborer 1.00

Total expenditures for July report amount to \$35498.01

To Holders of Five Year 5 1/2 per cent Canada's Victory Bonds

Issued in 1917 and Maturing 1st December, 1922.

CONVERSION PROPOSALS

THE MINISTER OF FINANCE offers to holders of these bonds who desire to continue their investment in Dominion of Canada securities the privilege of exchanging the maturing bonds for new bonds bearing 5 1/2 per cent interest, payable half yearly, of either of the following classes:—

- (a) Five year bonds, dated 1st November, 1922, to mature 1st November, 1927.
(b) Ten year bonds, dated 1st November, 1922, to mature 1st November, 1932.

While the maturing bonds will carry interest to 1st December, 1922, the new bonds will commence to earn interest from 1st November, 1922, GIVING A BONUS OF A FULL MONTH'S INTEREST TO THOSE AVAILING THEMSELVES OF THE CONVERSION PRIVILEGE.

This offer is made to holders of the maturing bonds and is not open to other investors. The bonds to be issued under this proposal will be substantially of the same character as those which are maturing, except that the exemption from taxation does not apply to the new issue.

Dated at Ottawa, 8th August, 1922.

Holders of the maturing bonds who wish to avail themselves of this conversion privilege should take their bonds AS EARLY AS POSSIBLE, BUT NOT LATER THAN SEPTEMBER 30th, to a Branch of any Chartered Bank in Canada and receive in exchange an official receipt for the bonds surrendered, containing an undertaking to deliver the corresponding bonds of the new issue.

Holders of maturing fully registered bonds, interest payable by cheque from Ottawa, will receive their December 1st interest cheque as usual. Holders of coupon bonds will detach and retain the last unmaturing coupon before surrendering the bond itself for conversion purposes.

The surrendered bonds will be forwarded by banks to the Minister of Finance at Ottawa, where they will be exchanged for bonds of the new issue, in fully registered, or coupon registered or coupon bearer form carrying interest payable 1st May and 1st November of each year of the duration of the issue, the first interest payment accruing and payable 1st May, 1923. Bonds of the new issue will be sent to the banks for delivery immediately after the receipt of the surrendered bonds.

The bonds of the maturing issue which are not converted under this proposal will be paid off in cash on the 1st December, 1922.

W. S. FIELDING, Minister of Finance.

Is "The Record" Your Paper? It Should be in Every Home

TAKE THE BUS UNITED LINES LIMITED

PARCEL AND WAITING ROOM—Royal Templar Building, Main and Walnut Sts., Hamilton. HEAD OFFICES—No. 1 Main Street East, HAMILTON. Telephone Regent 6500, 3520, 3521.

CUT THIS OUT AND KEEP FOR REFERENCE.

TIME TABLE

Table with columns: PLACE, Daily Inclusive, Daily Inclusive, Daily Inclusive, Daily Inclusive, Daily Inclusive, Daily Inclusive, Sat. Sun. Holidays, Sat. Sun. Holidays.

Table with columns: PLACE, Daily Except Sunday, Daily Including Sunday, Daily Including Sunday, Daily Including Sunday, Special, Sunday Only, Sat. Sun. Holidays, Sat. Sun. Holidays.

HAMILTON - DUNVILLE DIVISION. Table with columns: PLACE, Daily Including Sunday, Daily Including Sunday, Daily Sats. and Sun. only, PLACE, Daily Except Sunday, Daily Including Sunday, Sunday Only, Sat. Sun. Holidays.

HAMILTON - TORONTO DIVISION (CONNECTING LINE). Table with columns: Leave Hamilton, Aldershot, Burlington, Port Nelson, Pine Cove, Innville, Bronte, Daylight Saving Time, Leave Oakville, Town Line, Anchorage, Clarkson, Lorne Park, Port Credit, Long Branch, Arrive Toronto, WEST BOUND - DAYLIGHT SAVING TIME, Leave Toronto, Port Credit, Lorne Park, Clarkson, Anchorage, Town Line, Oakville, Standard Time, Leave Bronte, Innville, Pine Cove, Port Nelson, Burlington, Aldershot, Arrive Hamilton.

THE FINAL TEST. The steadily increasing percentage of satisfied Imperial Polarine users is convincing proof that the right grade of Imperial Polarine is giving the greatest degree of lubricating service and satisfaction to Canadian automobile and truck owners. Check up your car on the Imperial Chart of Recommendations. Use the grade of Imperial Polarine Motor Oils recommended exclusively. IMPERIAL OIL LIMITED. Manufacturers and Marketers of Imperial Polarine Motor Oils and Marketers in Canada of Gargyle's Mobiloil. MOTOR OILS. Image of a vintage car.