

Subscription List Opens 22nd April and Closes 3rd May at 12 o'clock noon

Issue of First Preferred 7 p. c. Cumulative Stock of the

Nova Scotia Car Works, Limited.

(Incorporated under the Nova Scotia Companies' Act, 1911.)
CAPITALIZATION.

	Authorized.	Issued.
FIRST PREFERRED 7 p. c. Cumulative Stock, Redeemable at 110 p. c. and accrued divs.,	\$1,000,000	\$600,000
SECOND PREFERRED 7 p. c. Non Cumulative Stock, Redeemable at 110 p. c.	250,000	220,600
THIRD PREFERRED 6 p. c. Non Cumulative Stock	500,000	345,200
COMMON STOCK	1,250,000	1,250,000

DIRECTORS.
O. E. SMITH, Director Eastern Trust Company, Halifax Electric Tramway Company, Eastern Canada Savings and Loan Co.—President.
F. M. BROWN, General Manager, Halifax—Vice-President.
J. WALTER ALLISON, Director Bank of Nova Scotia, Nova Scotia Steel & Coal Company, etc.—Halifax.
FRANK STANFIELD, Director Nova Scotia Steel & Coal Company, Vice-President Stanfield's, Limited—Toronto, N. S.
J. R. DOUGLAS, Director late Rhodes, Curry & Co., Ltd., Amherst, N. S.
S. M. BROOKFIELD, Director Halifax Graving Dock Company, Eastern Canada Savings & Loan Co., etc.—Halifax, N. S.

J. M. ROBINSON, Director late Rhodes-Curry Company, Ltd.—St. John, N. B.
W. J. CLAYTON, of Clayton & Sons, Halifax—Halifax, N. S.
ANDREW M. BELL, Merchant—Halifax, N. S.
J. B. LAMY, Director late Rhodes-Curry Company, Ltd.—Amherst, N. S.
HECTOR McINNIS, Director Bank of Nova Scotia, etc.—Halifax, N. S.
F. B. McCURDY, Director Halifax Electric Tramway Co.—Halifax, N. S.
BANKERS. BANK OF BRITISH NORTH AMERICA—Halifax, N. S.
TRANSFER AGENTS. THE EASTERN TRUST COMPANY—Halifax and Montreal.

The amount of First Preferred 7 p. c. Cumulative Stock offered is \$195,000, the balance of \$405,000 of the issue has been taken "Firm" by the underwriters.

SUBSCRIPTIONS ADDRESSED TO THE EASTERN TRUST COMPANY

WILL BE RECEIVED BY, The Bank of British North America, The Eastern Trust Company, F. B. McCurdy & Co., Halifax, N. S.; J. M. Robinson & Sons, St. John, N. B., Montreal and Moncton; F. B. McCurdy & Co., Montreal, Sydney, Charlottetown and St. John's, Nfld.

ON THE FOLLOWING TERMS:

\$100, Par Value 7 p. c. First Preferred Stock
75, Common Stock for \$97.50

Fractional Common Shares under this application can be bought or sold at the option of the purchaser at the rate of \$20.00 per share.

PURPOSES OF COMPANY

Allocations will be made by The Eastern Trust Company and will be as far as possible "pro rata" on all applications received.
The Nova Scotia Car Works, Limited, was organized under the Nova Scotia Joint Stock Companies' Act, 1911, to acquire and take over as a going concern the assets and properties of the Silliker Car Company, Limited of Halifax, N. S., to extend these works by adding a Steel Underframe Plant, and other necessary additions, and to operate the whole, with ample working capital, under experienced and capable management.

MANAGEMENT

Mr. F. M. BROWN, late of the Dominion Iron and Steel Co., Ltd., who has extensive mechanical and commercial knowledge and experience, has contracted to serve the Company as General Manager for a term of years, and has been elected Vice-President of the Company.
The Board of Directors includes gentlemen of extensive and varied experience in manufacturing in Nova Scotia.

DESCRIPTION OF THE BUSINESS

Mr. F. M. BROWN has written the following letter regarding the business and prospects of the Nova Scotia Car Works, Limited:—
NOVA SCOTIA CAR WORKS, LIMITED.

MESSRS. F. B. McCURDY & CO., HALIFAX, N. S.

HALIFAX, N. S. APRIL 20TH, 1911

Dear Sirs:—

I beg to give you the following information regarding the business of this company:—

PROPERTIES

The Company's plant is located on a superb site covering some twenty-seven acres of land in the heart of the northwestern portion of the City of Halifax, on a siding of the Intercolonial Railway. The land on which the buildings have been erected was acquired on favorable terms by the Silliker Car Company at the time of its organization in 1907, and is sufficient in area to allow of additions to the plant for an output of 5,000 cars per annum.
The Buildings and Plant are all modern in design and were well laid out and economically constructed by competent engineers.

TAXATION

Under a special arrangement with the City of Halifax the City in 1907 loaned the Silliker Car Company \$125,000 at 4-1/2 p. c. interest, repayable in 20 annual instalments, which loan has been assumed by the Nova Scotia Car Works, Limited, and the instalment payments continued. The exemptions from taxation which the Silliker Company enjoy from the City of Halifax have been amplified and extended to the Nova Scotia Car Works, Limited, by Special Act of the Legislature of Nova Scotia, by virtue of which they are granted absolute freedom from City taxation and an annual supply of 5,000,000 gallons of water free until 1931.

CAPACITY

When the extensions now under way, including the construction of the Steel Underframe Plant, and the strengthening of the Foundries, Machine Shop, Forge, Car Mill, etc., have been completed, the works will have a capacity of Fifteen Freight Cars per day. The Company also has a large and up-to-date Wood-working Factory.
The Plant is modern and well calculated for economical operation. In addition to the manufacture of Cars, a large business is done in the Wood-working Department, and in the manufacture of Car Wheels, Castings, and other Iron and Steel Products.

INSURANCE

The property is insured to 90 per cent. of its value, and in addition against contingent losses by fire or otherwise.

SUPPLIES

Halifax is situated in the Centre of Supply and is the largest Timber Market in Nova Scotia. The Company is therefore guaranteed a full supply of native woods at low prices, and being situated at an Ice Free Port, is enabled to import Southern Pine, Oak, Structural Steel and other materials at most favorable prices. Its proximity to shipping points also insures a cheap fuel supply and its nearness to Sydney and other Steel and Iron Centres ensures a supply of this class of material at a low cost.

LABOR

A very efficient class of labor is obtainable, can be had in abundance and is reasonable.

MARKET FOR CARS

The Company numbers among its customers:—

Canadian Northern Railway.
Intercolonial Railway.
Anglo-Newfoundland Development (Harmsworth) Co.
Tenniskaming & Northern Ontario Railway.

Halifax Electric Tramway.
Grand Trunk Railway.
Canadian Pacific Railway.

The present and future railway extension forced by the remarkable Canadian development, and the wear and tear of heavy freight haulage ensures an urgent and steady demand for cars. Not at any previous time has the market for railway cars in Canada appeared as favorable as at the present.

Two years ago the then existing manufacturers of freight and other cars in Canada combined in the "Merger" known as the "Canadian Car and Foundry Co.," with its central seat at Montreal, and since the formation of the "Merger," the market for cars has been much steadier than formerly.

We have found a friendly disposition among the big railroads towards our enterprise.

We have on hand at present orders for upwards of 1750 Freight Cars, and assurances of further large orders so soon as the present contracts are completed.

Owing to the heavy ocean tonnage loading at Halifax for Western points, we are enabled to deliver cars to our customers "under load" thereby avoiding delivery charges on our securing to the Company the full advantage of the geographical position of Halifax as an assembling point.

DIVIDEND EARNING CAPACITY.

An output of 2,000 Freight Cars per annum can be reasonably expected. This output should ensure an earning capacity as follows:—

Net Profits on 2,000 Freight Cars	\$160,000
Dividend of 7 p. c. on \$600,000 First Preferred Stock	42,000
	\$118,000

Equal to the full 7 p. c. on the Second Preferred, 6 p. c. on the Third Preferred, leaving \$80,830, over 7 p. c. on the issued Common Stock.

The present Management assumed control of the Undertaking on February 1st, last, but the assets and properties were not formally vested in the Nova Scotia Car Works until February 28th. On March 15th we began to ship cars and our regular output since that date has been FOUR box cars per day. Our shipments of Southern pine are now arriving in volume and our output will now be FIVE cars per day.

The additional machinery for the existing shops will begin to arrive this month. We are arranging to have it installed without delay and, beginning in June, our output will steadily increase until we reach the Maximum Capacity of the Plant.

Yours faithfully,
(Signed) F. M. BROWN,
Vice-President and General Manager.

FINANCIAL ARRANGEMENTS AND CASH ALREADY INVESTED.

On its organization, the Nova Scotia Car Works, Limited, issued for the purposes of its business \$600,000 First Preferred 7 per cent. Cumulative Stock, Redeemable at 110 p. c. and accrued dividends. Underwriting of this Preferred Stock was immediately completed, and the proceeds are available for the Purposes of the Company. Approximately \$500,000 cash had been invested in this property PREVIOUS TO the expenditure of the proceeds of the present issue of Preferred Stock. The 7 p. c. Cumulative Dividend on this Stock begins to accrue to purchasers as at May 1st, 1911.

SECURITY AND PROSPECTS.

The success of similar undertakings established in Canada is so well known that it is unnecessary to give details of their operations. Having regard to the statements set out above, and the urgency of the demands for Rolling Stock in Canada now and its probable continuance for many years to come, it is apparent that the prospects for this enterprise are particularly promising.

Prospectus and Application Forms will be supplied upon application to any of the above addresses.

F. B. McCURDY & CO

MEMBERS MONTREAL STOCK EXCHANGE

STOCK AND BOND BROKERS

HALIFAX, MONTREAL, SYDNEY, CHARLOTTETOWN, ST. JOHN'S, Nfld.