

MARRIED.  
Baptismal of the baby's father, Mr. C. H. Hanna,  
TURKEY, BY REV. DR. W. G. WILSON.  
BAPTISMAL.—At the Woodlands, Mississauga,  
on Saturday, July 18th, 1913, Miss Linda Hanna  
to Mr. Charles Hanna, son of Mr. and Mrs.  
John Hanna, to Mr. James Burgess, of  
AVENTURE-SOUTH.—At Chambers Church, Vernon,  
on Thursday, July 16th, 1913, by Rev. H. E. Mc-  
Gillivray, Mr. and Mrs. J. A. Anderson, of  
1515 Dundas, daughter of Mr. H. D.  
Dundas, to Mr. and Mrs. J. A. Anderson.

DIED.

WILLIAM LE TROQUER.—The residence of his  
daughter, Mrs. John Howell, on Saturday  
July 18th, John Willis, in his 80th year.  
Hannah, R. C., on Monday, 12th July, Andrew G.  
Anderson, in his 80th year. In his 80th year.  
ARTHUR.—At the residence of his widow,  
G. R. Hill, home, on Wednesday, July 11th,  
John Arthur, in his 80th year. John Arthur  
died Anderson, in his 80th year.

The Acton Free Press

THURSDAY, JULY 23, 1913

EDITORIAL NOTES

GRAND TRUNK RAILWAY Officials  
stated that 8,500 heads of families in  
southern Ontario have left for the West  
this year, and had settled along the  
route of the G. T. P. or in Peace River  
district. Every one of the farmers had  
at least \$200, while many of them had  
much more. This shows very con-  
clusively how Ontario is being depleted  
of men and money by the settlement  
of the great west.

PEOPLE TALK of millions in these days  
with less thought of the magnitude  
thereof than their grandfathers did of  
thousands. We now learn that the G.  
P. R. Co. has ordered 12,000 additional  
freight cars and 1,000 locomotives.  
This adds to the number of locomotives.  
The increase is sum of \$12,000,000—the  
freight cars costing \$1,000,000 and the  
locomotives \$5,000,000. This is a  
pretty big amount for any railway—  
even one like the G. P. R.—to spend at  
one time in additional equipment.

In His London speech, Leader How-  
all made some statements about club  
houses under Conservative rule. Sir  
James Whitney in a newspaper inter-  
view thereafter charged Mr. Rowell  
with misrepresentation on the point.  
Mr. Rowell came back to the issue in  
his speech at Belleville, giving chapter  
and verse for his contention. Now  
Sir James admits that he was not  
quite correct in his assertions. He  
cannot do it so glibly, graciously, but  
will in his next speech of an advance to  
have Sir James admit that by any  
possibility he could err in any degree.

IT WAS EARLY PREMATURE that much  
building would be done throughout  
Canada during the present year and  
figures recently issued show that pro-  
gresses in this connection have been  
thoroughly borne out. The figures  
for forty Canadian towns and cities  
covering the first five months of the  
present year amount in value to \$85,-  
564,000 as compared with \$60,104,410  
for the same period last year. These  
figures are all the most remarkable in  
view of the fact that the amount of  
building done last year established a  
record. The figures also show almost  
exactly what anything else the  
treasury strides which the country  
is making at present.

A RECENT HARVEST from the Depart-  
ment of Trade and Commerce states  
that the capacity of the grain elevators  
in the West for 1912-'13 is 20,514,000  
bushels, which is an increase of about  
five million bushels over the preceding  
year. In Manitoba the storage capacity  
is 21,818,000 bushels; in Alberta, 8,764,-  
000. Ontario milling elevators have a  
capacity of 1,740,000 bushels; terminal  
elevators in this province will accom-  
modate 25,705,000 bushels, while  
eastern transfer elevators have a  
capacity of 16,465,000 bushels. The percentage  
of shipments from Fort William and  
Port Arthur terminals to American  
ports has been steadily increasing  
during the past four or five years.  
Canadian wheat exports to Great  
Britain, and other countries, show a  
decline against the figures of the pre-  
vious twelve months.

HAMILTON OIL FIELD  
The Geologists are Thoroughly Satisfied  
in HAMILTON

Last Thursday morning, after two  
barrels of oil had been pumped out of  
the second hole at the original Bran-  
don well, the flow stopped, the pump  
having been clogged by it, was said,  
paraffin. A quantity of salt and  
water was put in and the result was  
dilute and one-third barrels in the after-  
noon. However, the well has not yet  
been pumped out and its capacity is  
not known.

On Tuesday, at a depth of 1,100  
feet, a heavy fire of gas was  
over 600 feet in the second  
well, a little to the south of the first.  
This is considered a good indication  
that good progress has been  
made in this well, the last to be drilled.  
It has been slow in that on the  
Scott farm. The cause was a large  
body of gravel, which was hard to  
penetrate, and which often broke loose  
and fell into the hole, stopping the  
drill. The depth of the hole is only a  
little over 100 feet, but the drill has  
got through the gravel and is making  
good time.

In the well of the Milton Presby-  
terian Church property, approximately  
1000 feet has been pumped, but no oil  
there is no oil. Chippington.

DUBLIN DID WELL TOO!  
Editor Park Plaza.

DEAR MR. PARK PLAZA: I see by last week's  
paper that all who attended the Dublin  
roast and dinner party and the  
picnic with honours. The "picnic" will  
be held on Saturday, Aug. 12th.

Dublin itself had just two people  
who were there and they both passed with  
honours. Dublin was the only girl  
school reported that had any, to pass  
with honours. So I think our school  
comes next to Acton.

If it won't be out of place would you  
kindly continue this for the sake of our  
teachers? People in public life have all  
the sympathy they can get, but teachers  
haven't got any. Yours truly,

DUBLIN, July 20th, 1913.

PAVEMENT DEBTURIES SEP. 1ST  
BY LAW to Cover Cost of Consent  
Walking Companies LAST  
YEAR

GOOD ROADS BILLS COMING IN  
Council met on Monday evening in  
regular session.

Members all present. The Treas. in  
the chair.

The Committee on Finance present-  
ed their 14th report and recommended  
payment of accounts as follows:

British American Oil Co., road

W. H. Sturge & Sons, valves

Per cent. Co., motive

Canadian Oil Co., 10.00

Hamilton Engine Packing Co.,

Geo. Hollard, road good roads

Thos. Alger, do do

J. R. McEachan, do do

Alex. Moore, work

H. J. McEachan, Do. O.

W. D. Anderson, Exp. etc.

W. H. Hitchcock, teaming

Acton Park, Team, O.

Linen, 10.00

Bell, good roads

H. C. Berlitz, straps, cemetery

J. H. Lansdale, repairs

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