Births, Marriages and Deaths announced free of all charge when sent in within 30 days. Births 25c., Marriages 50c., Deaths 50c. Memorial Cards 50c. 10c. per line extra for poems.

BORN

COOPER—In Bowmanville, on Sunday, October 1st, 1916, to Mr. and Mrs. George Cooper, a son—Samuel John.

DIED

NOBLE—In Toronto, on Wednesday, Sept. 20th, 1916, at his late residence, 315 Roncesvalles Avenue, William James Noble, aged 76 years.

MACTOMM—At St. Paul's Manse, Nelson, on Wednesday, Sept. 27th, 1916, Katherine Constance Thomson, beloved wife of Rev. G. Gray MacRobbie.

BOARD—At her late residence, 304 St. James Avenue, Toronto, Sunday, October 1st, 1916, Lydia Forster, widow of the late Thomas Board, Glen Williams, in her 76th year.

IN MEMORIAM

McPHERSON—In loving memory of Archibald McPherson, who died October 1st, 1911.

Just five years ago you left us;
How we miss your loving face,
But you left us to remember,
None on earth can fill your place.
WIFE AND FAMILY.

The Acton Free Press

THURSDAY OCTOBER 5, 1916

EDITORIAL NOTES

MR. W. A. FRASER suggests a "silver cross" for mothers whose sons have fallen in battle—an emblem for them alone to wear, bearing the figure of a soldier and the name of the mother at the base. The suggestion is an excellent one and its adoption will receive public commendation.

CANADA'S OFFER of an advance of $50,000,000 to the British Government, made through the Minister of Finance, is interpreted as a prelude to further war orders. Although there is no guarantee that such orders are forthcoming, there seems to be considerable justification for this opinion by the heads in the industrial world of this country, and the major portion of the money thus advanced will probably remain in Canada.

THERE IS EVERY PROBABILITY that the Shoe Factory By-law to be voted on a week from next Monday, 17th inst., will be carried by a large majority. Practically no opposition to the proposal is offered. The proposition is straightforward; the management of the Reliance Shoe Factory is composed of practical business men of experience; the factory is now a going concern; no information has been withheld from the investigating committee nor from the ratepayers. For years Acton has been seeking additional industries. The present proposition is the very best that has ever been exploited here. The people want more factories. Here is an opportunity to secure a good one. Think for a moment of the advantages to Acton and our citizens generally to have a new industry located in our midst employing sixty new workmen at the outset.

CAMP BORDEN NOTES

A sharp frost struck the camp on Saturday evening, and the boys shivered.

We were all glad to have the report in the FREE PRESS of another successful fair at Acton. Hope Georgetown will have equal good fortune this week.

The 164th Batalion was inspected on Thursday, 28th September, by Col. Campbell from General Headquarters. The battalion made an excellent showing and received high praise from the inspecting officer. Col. Campbell said he would recommend the 164th for overseas service. The men were delighted at the prospect of going overseas, but this delight was turned to gloom when Saturday's Toronto papers announced that we are to be quartered in Hamilton for the winter. There is keen disappointment and the men are wondering what sinster influence has prevented them from being sent nearer to the work they enlisted to do. Hopes are still entertained that a change may be made and the 164th be sent overseas before winter.

The men of our battalion will be on their usual monthly leave next week-end.

The canteen having taken over the recreation tent, the men of B Company have generously placed their mess tent at the disposal of the battalion for recreation purposes. The Georgetown men form a part of B company.

Bandmaster Dawar of the 164th is anxious to secure a few more musicians to complete the Battalion Band.

In the absence of Capt. Rev. Woodcock a song service for the men was conducted in the recreation tent on Sunday evening by the writer. J. P. S.

LIMEHOUSE

Rally Day service in the prettily decorated Presbyterian Church last Sabbath was enjoyed by all present. The scholars rendered their part admirably, and listened attentively to the very interesting address of their pastor, Rev. R. F. Cameron.

Miss Olive Marshall was home from Toronto over Sunday.

Mr. and Mrs. W. Marshall, of Toronto, are visiting Mr. Marshall's parents, Mr. and Mrs. T. Marshall.

Mr. T. P. Ivens is spending a few days with Brantford friends.

Georgetown fair to-day will attract many from this vicinity.

Thanksgiving Day at Guelph

Three Championship Horse Races, Automobile Races, Band Concert 2 p. m. Exhibition Park.

HOMESEEKERS EXCURSIONS TO WESTERN CANADA

The Grand Trunk Railway System issue round trip Homeseekers tickets at very low fares from stations in Canada to points in Manitoba, Saskatchewan and Alberta, each Tuesday until October 31st, inclusive via North Bay, Cochrane and Transcontinental Route or via Chicago, St. Paul and Duluth and are good returning two months from date of issue.

Through tourist sleeping cars are operated each Tuesday for Winnipeg leaving Toronto 10.45 p. m. via Transcontinental Route without change. Reservation in tourist sleepers may be obtained at nominal charge on application to any Grand Trunk Ticket Office. The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg, Saskatoon and Edmonton, with smooth roadbed, electric lighted sleeping cars, through the newest, most picturesque and most rapidly developing section of Western Canada.

Before deciding on your trip ask Grand Trunk Agents to furnish full particulars or write C. E. Horning, District Passenger Agent, Toronto, Ont.

ON NEW YORK STATE HIGHWAYS

A Delightful 400 Mile Motor Trip via Niagara Falls, Buffalo and Rochester

THE PLEASURES OF GOOD ROADS

The story of a journey—give it the more modern cognomen, travelogue, if you like—has always been of a good deal of interest to most people. And, when the editor remarked that the two or three columns devoted to a somewhat extended motor trip penned by himself and family last year was likewise remarked upon as being appreciated by at least a few appreciative readers and suggested a sketch of a same when similar trip last week, there seemed nothing for the scribe to do but to obey, particularly after accepting the editor's hospitality on the trip.

Last year's trip covered pretty thoroughly the Niagara district. Various other itineraries suggested themselves when another trip was discussed this fall, but with the development of the possibilities of motor touring, with the development also of the editor's appreciation of the powers of his car as affording means of enjoyment, and with the stories told of the wonders of New York's "State Roads," the decision was made to start with Niagara district again but to extend the itinerary across the border and to wander over the aforementioned State Roads as far as fancy and a limited holiday permitted.

An early start was made on the morning of the 26th, with threatening skies above. But with the promise of good roads underfoot, with the car purring like a contented kitten under its load of five, and with the editor's urging toes on the throttle, the prospects for a splendid outing were difficult to dampen.

The car slid down the second line "over the mountain" to within sight of Milton, while the passengers remarked over the beauty of the "turning" leaves on an occasional maple or oak, and then a turn was made over to Campbellville where the splendid Guelph road was followed to the lake of the county. Here the new Toronto-Hamilton highway was encountered with a good deal of relief after two or three miles of rather trying clay from Nelson to the Lake shore. Whatever the Toronto critics may say—and there has surely been a good deal of criticism over the new highway—the section around Burlington is splendid. A clean concrete road, wide enough for two vehicles to pass conveniently, and with surface curve enough to provide satisfactory drainage. It is not a matter of surprise that passing motorists are tempted to speed on it after enduring the almost unforgivable roads which have heretofore been a bane of the lower end of the county.

Leaving Burlington, a steady run was made through the fruit district where evidence was given by the fruit on the trees and vines—in spite of pessimistic reports—of an abundant crop of peaches and grapes. St. Catharines was passed shortly after lunch hour, though a rather annoying detour or two were made necessary by road repairs, and after a hold-up of fifteen minutes while a heavily-laden grain barge passed down the old canal, and a clay-laden construction train or two blocked the level crossing at the new and huge big ditch, the "course" was straightened out for Niagara Falls, and a twenty-minute run brought us to the upper bridge.

What a blessing the reciprocity in motor licenses is! A year ago it was necessary to make a cash deposit and to wade through a basketful of red tape before any assurance against trouble on return could be made. Now one simply deposits the required customs form covering car, engine and tire numbers, both going and coming, and drives off as though he were not in a "foreign" country.

After a trip around the park lands adjacent to the Falls on the Canadian side one is not pleasingly impressed with the ever-present commercialism-overdone of the American side. Niagara Falls is a hustling city, however, with an abundance of manufacturing which spells prosperity.

Leaving the city over some rather chewed-up pavement, the car took most kindly to the "Niagara Falls to Buffalo Brick Boulevard" which stretches with scarcely a dip or rise worth the name of hill over the twenty-five or thirty miles between the two cities. And what a road it is. Imagine a splendidly-laid brick wall about thirty feet wide placed on its side and stretching out for thirty miles. Add a concrete curb at the road level on each side side and you have some idea of it. While the road has been made to tempt speeding, certainly warning enough has been given against it and the "Safety First" idea is given due prominence. Signs urging reasonable and careful driving are frequently in evidence and due warning is givening about a quarter of a mile away from every railway crossing. The deadly level-crossing is, by the way, just as prevalent in New York State as in Ontario.

Parts of the road to Buffalo are delightful. For several miles it follows the course of a good-sized stream, the banks of which are lined with willows. No attempt has been made to keep the highway straight but it winds here and there, sometimes in what seems to be an exceedingly aimless fashion, crossing and recrossing the stream on sturdy steel and concrete bridges.

One who anticipated that this section would be closely populated would be disappointed. The district is altogether agricultural and even at that the farms appear to be few and far between. One looked in vain for the splendid residences so apparent in the counties of Lincoln and Welland.

Within a few miles of Buffalo the road passes the aviation grounds of the Curtiss Flying School. This apparently is a spot of decided interest. Fully a hundred cars were stretched down the road or parked in the enclosure. A glance in the sky showed two biplanes aloft and a moment later a band in the road revealed a half-dozen huge tent-hangars with a dozen or more 'planes, apparently ready to slide into the air, in front of them.

Buffalo is a busy city. Drive down Main Street at about 5 p.m. amid all the incoming and home-going motor traffic, with street car intersections about every six blocks, and this will be appreciated. No speeding in that maze of traffic. The editor drives pretty well but it took all his capacity and alertness to navigate lower Main Street and to land his party safely at that hour—we found later that conditions were less trying at almost any other—at Hotel Statler.

The Statler Hotels are well-known among travelling men and deserve to be. Imagine finding a supply of coat hangers, laundry bags, extra buttons and pins and other similar but less-mentionable things in one's room on arriving, not to mention a morning paper slid noiselessly under the door while one sleeps, and all this included in a reasonable bill. Well, this isn't intended to be free advertising, but if you go to Buffalo and can get in—the Statler is usually filled to capacity—stay there.

Buffalo is by motor speedometer 115 miles from Acton, just a pleasant day's run.

One sees a city by motor better and easier than by any other method. Consequently the next morning was spent in a run through some of the splendid residential streets and the largest parks. The city is looking after its people's interests in this particular magnificently and has a splendid system of large and small breathing spots.

"Seventy three miles to Rochester," the garage man told the editor, "with a splendid brick road all the way." The seventy-three was started on just at luncheon hour and the road proved to be, in the main, all that was prophesied, but several new features cropped up. How the cars do "skiff" along over that highway. New York State, so the motorist soon learns, imposes no definite speed limits on the state roads but trusts to "considerate driving." Since the country, just outside Buffalo at least, is somewhat sparsely settled, and since there appears to be little else than motor traffic on this road, the safety limit is high. The editor always drives considerately, of course. The writer got his hand on the wheel for an hour or two on this stretch of road, however, and tried out the car's possibilities with a good deal of satisfaction. Even at that our speed was modest as compared with others who "flashed" past in either direction.

One or two features met here occasioned a good deal of interest. As might be expected a "little red school house" is located every few miles along this road. The road commission looks well after the kiddies' safety, since a few hundred yards on either side of the walk from the road to each of these school houses is placed a sign showing clearly something like this: "Safety First. You are approaching a school house. Please drive considerately." Coming in this way the appeal is one that only a renegade would disregard. The same care of the kiddies was manifest in Buffalo. Here, where a school abuts on a street carrying heavy traffic, provision is made that at the closing hour the janitor or some other officer takes for the time being the place of a traffic officer. It was a splendid thing to see street cars, trucks, and motor cars by the half-dozen all held up till the kiddies crossed in safety.

Other signs on the road are worthy of mention. Coming into Batavia, for instance, a clean bright town of twenty thousand or so, one reads a series of them something like this:

BATAVIA, N. Y. SPEED LIMIT TWENTY MILES

Then a little further on:

OUR SPEED LIMIT IS GENEROUS. PLEASE OBSERVE IT

When one has observed it conscientiously he feels well rewarded when on the outskirts of the other side of the town he is greeted with a facsimile sign bearing nothing but

THANK YOU!

This moral suasion sort of warning must be effectual since it has been adopted by half a dozen of the other towns along the same road. It might be recommended as advisable for the new Toronto-Hamilton highway.

One is forced to the conclusion along this road also that chickens are plentiful in New York State. Every half-dozen miles are seen samples of the road houses which seem to be inevitable when motor traffic becomes heavy. Invariably these roadside hotels, of all stages of pretentiousness, bore a carefully painted sign or a cotton streamer inviting the passerby to "Chicken dinners at all hours."

Toward Rochester the road passes into a more rolling country and the monotony of the flat section, where one sets the throttle at—miles per hour and lets her purr on for mile after mile with scarcely any attention except to slow down for the occasional railway crossing, is left behind.

Rochester—the city of homes, parks and business, as the municipal advertising states—gives evidence of trimness from its outskirts. And further acquaintance bears out this impression. Most everyone knows it as the "Kodak City," but when one learns that $25,000,000 worth of shoes were turned out here last year, as well as a relatively similar amount of other manufactured articles, one appreciates the amount of business done. One thing which must first impress the casual visitor is the prevalence through the downtown section of bridges. The Erie canal runs through the heart of the city and winds around beneath half a dozen streets and beneath a municipicity of lift bridges.

The party made its home here at the Hotel Rochester, a splendid new hostelry in the heart of the city. That Rochester's fire apparatus is well motorized was made evident the first evening just as the kiddies was being persuaded to go to sleep when with a scream of warning a huge engine-truck rushed from its station, somewhere just around the station from the hotel, and off to the fire, shaking the whole of the adjacent section in its passage.

When the casual visitor tries to sleep in the heart of one of these modern cities he is tempted to invoke blessings on the societies for the prevention of city noises. The writer had spent his working hours for years adjacent to one of Toronto's busiest corners, but when he tried to sleep—with the window open, for the day and evening had been actually uncomfortably hot, and in September at that—the noises which pass unnoticed during the day take on new meanings. In Buffalo a horde of locomotives, half a mile away though they were, made the night hideous with shrieks and bumps and puffings. In Rochester the trolleys screeched and groaned and passing motors tooted. Thus do we suffer under the wonders of man-made civilization.

Leaving Rochester on the return trip on Thursday morning an option was given of two routes, the one already travelled, or "The Ridge Road," an older but evidently well-known highway. Since it passed through new territory and promised to be a few miles more direct to "The Falls" the latter was chosen. At first one queried the reason for the name but as the miles were passed it became evident. The road, an old state highway, improved for the greater part of its length, is laid out on what appears to be the ridge of the Niagara escarpment, and along its whole length the farms may be seen sloping gently away to either side. The party had been rather unfavorably impressed with the agricultural section of northern New York after the trip over the other road, but this impression was materially altered in the new territory. Hundreds of splendid farms were passed and, but for one factor, one might have fancied himself in sections of Halton or Wellington. That was the farm houses. None of the splen-

(Continued on Page Three)

VILLAGE OF ACTON

By-Law No. 447

A By-law to provide for the borrowing on debentures the sum of $25,000 for the purpose of loaning the same to The Reliance Shoe Company, Limited, to enable them to establish a plant in the Village of Acton for the manufacturing of boots and shoes.

Whereas the Reliance Shoe Company, Limited, of the first part and the Municipal Corporation of the Village of Acton, of the second part, have entered into an agreement, that in consideration of the said Corporation providing the said Company with a free site for a factory and loaning them the sum of $25,000 repayable in twenty annual payments of $2,170.61 each.

The said Company agrees to erect on a site chosen by the said Corporation in the Village of Acton, a factory building costing not less than $10,000, and to instal in said factory all modern machinery and plant required in manufacturing boots and shoes, the total equipment including buildings, land and the said plant and machinery to cost not less than $25,000, being the amount agreed upon between the said Company and the said Corporation, and the said lands, buildings, plant and machinery shall be free from all liens, charges and encumbrances of every kind, other than the mortgage hereinafter mentioned.

The said Company shall complete the erection of the said buildings on the said property, and shall place the said machinery and plant therein and have the same in operation as a going concern by the first day of May, 1917, and shall during the term of twenty years from the first day of May, 1917, employ in the said business not less than sixty employees on the average in each working day of each year, in said term unless prevented by fire, strike or other unavoidable cause, the calculation as to the number of employees and the amount of wages paid to be made as hereinafter provided.

The said Company shall execute and deliver to the said Corporation, a first mortgage for the sum of $25,000 upon the said buildings, land and premises, plant and machinery, stock-in-trade, free from all dower, liens, charges and encumbrances of every kind and all other fixtures, machinery and plant to be subsequently placed upon said premises in connection with the said business, which said plant and machinery and fixtures now upon or subsequently placed upon said property shall for the purposes of the said security to be regarded as part of the freehold and the same to be of the total value of $20,000 as guarantee of good faith and for the faithful performance of all conditions and covenants binding upon the Company under this agreement until the discharge of the said mortgage as hereinafter provided, and to secure the Corporation against any possible loss, whatsoever, on account of the said Corporation loaning the said Company the said sum of $25,000.

The said mortgage shall be prepared and made, in pursuance of the Short Forms of Mortgages Act, and shall contain the usual statutory covenants, contained in such mortgages, and such others as the Corporation shall deem advisable for the security thereby intended, insurance to the extent of at least 75 per cent. of the cash value of the buildings, plant, machinery and stock-in-trade on the mortgaged premises shall be placed upon the same by the said Company and premiums paid therefor.

The said Company shall during the said term of twenty years, whenever required to do so, submit to the Corporation a statement as to wages paid and persons employed, by the said Company, such statement to be prepared and signed by a regular chartered accountant satisfactory to the Corporation and if required also verified by a statutory declaration to be made by the said Company.

The said Company shall concentrate all their manufacturing interests in the said Village of Acton, and shall not remove from the said Village of Acton, without the consent of the said Corporation.

And whereas it is expedient to pass this By-law and submit the same to the electors of the said municipality to authorize the said Corporation to borrow the sum of $25,000 on the debentures of the said municipality for the purpose of loaning the same to the said Company, to enable them to erect the said factory and to carry on the business of manufacturing boots and shoes in the said Village of Acton.

And whereas it will be necessary to borrow the said sum of $25,000 and to issue debentures of the Village of Acton therefor bearing interest at the rate of six per cent. per annum, which is the amount of the debt to be created by this By-law.

And whereas it is expedient to make the principal of the debt repayable in yearly sums during the period of twenty years, in such amounts respectively, that the aggregate amount payable for principal and interest, in any year shall be equal as nearly as may be to the amount so payable for principal and interest in each of the other years.

Whereas it will be necessary to raise the annual sum of $2,170.61 during the period of twenty years to pay the said principal money and interest as they become due.

And whereas the amount of the whole rateable property of the Village Acton, according to the last revised assessment roll thereof is $565,920.

Whereas the amount of the existing debenture debt of the said Village of Acton is the sum of $46,074.72 and no part of the principal or interest thereof is in arrears.

Therefore the Municipal Council of the Village of Acton enacts as follows:

1. The said sum of $25,000 shall be loaned to the said Reliance Shoe Company, Limited, for the purposes aforesaid and for the said purposes the sum of $25,000 shall be borrowed and debentures of the Village of Acton shall be issued therefor in sums of not less than $100 each, bearing interest at the rate of six per cent. per annum, payable yearly and having interest coupons attached thereto. Each of the said debentures shall be issued within one year from the day on which this By-law is passed and be dated on the day of issue thereof and shall be made payable in twenty annual instalments of the respective amounts set forth in Schedule "A" hereto attached, at the office of the Treasurer of the Village of Acton.

2. The said debentures and coupons shall be signed by the Reeve of the said Village and the Treasurer thereof and the said debentures shall be sealed with the Corporation Seal of the Municipality.

3. During twenty years the currency of the said debentures there shall be raised annually by special rates on all rateable property in the Village of Acton the sum of $2,170.61 for the purpose of paying the amount due, in each of the said years for principal and interest in respect of the said debt as shown in the Schedule "A" hereunto annexed.

4. The Reeve and Clerk are hereby directed and authorized to convey to the said Reliance Shoe Company, Limited, part of lot number twenty-eight in the third concession of the Township of Esquesing, now within the limits of the Village of Acton, as a site for their proposed factory.

5. This By-law shall take effect and come into operation on the day of the passing thereof.

6. The votes of the electors of the said Village of Acton, entitled to vote on this By-law shall be taken on Monday, the 16th day of October, 1916, commencing at the hour of nine o'clock in the morning and continuing until five o'clock in after noon of the same day at the following places and by the following Deputy Returning Officers, that is to say:

1. Polling Sub-division No. 1, at the Town Hall with George Agnew, Deputy Returning Officer.

2. Polling Sub-division No. 2 at C. C. Speight's Shop, Main Street, with George Havill, Deputy Returning Officer.

7. On Friday, the 13th day of October, 1916, the Reeve of the Village of Acton shall attend at the Town Hall, Acton, at ten o'clock in the forenoon to appoint in writing signed by him, two persons to attend at the final summing up of the votes and one person to attend at each polling place on behalf of the persons interested in and desirous of promoting the passing of this By law and a like number on behalf of the persons interested in and desirous of opposing the passing of this By-law.

8. The Clerk of the Council of the said Village shall attend at the Town Hall, Acton, at ten o'clock in the forenoon of the 17th day of October, 1916, to sum up the number of votes given for and against this By-law.

Passed in open council this day of 1916

Schedule "A" referred to in the By-law hereto annexed:

Amount of principal and interest required yearly to retire $25,000 debentures in twenty years at six per cent. per annum, payable by instalments as follows:

Year	Interest.	Prin.	Total.
1	1,500.00	670.61	2,170.61
2	1,459.22	711.39	2,170.61
3	1,416.00	754.61	2,170.61
4	1,370.18	800.43	2,170.61
5	1,321.61	848.00	2,170.61
6	1,270.13	898.48	2,170.61
7	1,215.57	954.04	2,170.61
8	1,157.72	1,012.89	2,170.61
9	1,096.41	1,074.20	2,170.61
10	1,031.42	1,138.19	2,170.61
11	962.53	1,207.08	2,170.61
12	889.50	1,280.11	2,170.61
13	812.09	1,357.52	2,170.61
14	730.04	1,440.57	2,170.61
15	643.07	1,530.54	2,170.61
16	550.87	1,623.74	2,170.61
17	453.15	1,720.46	2,170.61
18	349.59	1,820.65	2,170.61
19	239.76	1,930.85	2,170.61
20	123.37	2,046.24	2,170.61

NOTICE

Take notice that the above is a true copy of a proposed By-law which has been taken into consideration, and which will be finally passed by the Council of the Corporation of the Village of Acton (in the event of the assent of the electors being obtained thereto) after one month from the first publication in the Acton Free Press Newspaper, the date of such first publication being Thursday, the twenty-first day of September, 1916, and that at the hour, day and places therein fixed for taking the votes of the electors, the polls will be held.

And take notice that a tenant desiring to vote must deliver to the clerk not later than the tenth day before the day appointed for taking the vote, the declaration provided by sub-section 3 of Section 265 of the Municipal Act.

Dated the 8th day of September, 1916.

A. J. MACKINNON,
Clerk of the Village of Acton.

UNDER REPAIRS FOR TWO WEEKS

We ask the consideration of our customers during the next two or three weeks, while the carpenters and painters have the right of way and rebuilding is in progress.

We will continue to clear out at very low prices all lines of goods—fire damaged—that still remain or that we may discover yet—also the balance of Summer Goods at very low prices to clear.

Henderson & Co.

Mill St. - - Acton, Ont

WHO
Is Going to Control Sales of the
Carola
In Your Territory?

The demand is here and must be supplied. We help you with our big advertising campaign. People are enthused over this musical innovation. Sales' possibilities are immense. Our arrangements are liberal. You must act promptly as territory is being rapidly taken up. Write or wire.

Carola
COMPANY OF CANADA
59 Yonge Street Limited
TORONTO

The Nightingale of Phonographs

More Beautiful Walls at Lower Cost

Paper has been used to cover walls because in the past there was nothing better at prices within reach of the average home.

About 5 years ago, Fresco-Tone, the wall finish satisfying modern ideas of beauty, durability and cleanliness, was perfected. Although far superior to paper, its cost was no greater. Now wall-paper has risen to almost prohibitive prices—but *the cost of Fresco-Tone is practically the same as before.* Fresco-Tone is not a kalsomine. It is a durable oil finish, possessing the soft, velvety beauty of water-colors with the tough permanence of high-grade oil paint. It may be applied direct to plaster, or over paper, burlap, or wood; has no porous fibres to catch dirt and germs, and when soiled may be washed with soap and water. Fresco-Tone is made in 20 beautiful shades, is easy to apply, and low in cost as compared to other wall coverings.

Fresco-Tone one or two rooms this Fall and by Spring you will want your whole house decorated in the same delightful way.

You can get genuine Fresco-Tone from

C. C. SPEIGHT
ACTON - - ONTARIO

who are our local agents. Ask them for color-cards and booklet, free.

BRANDRAM-HENDERSON LIMITED
MONTREAL · HALIFAX · ST. JOHN · TORONTO · WINNIPEG

Buy Made-in-Canada Goods

New Advertisements

The Methodist Church, Acton
H. W. AVISON, M.A., B.D., Minister

SUNDAY, OCTOBER 8TH

A. M. A missionary sermon in behalf of the Woman's Missionary Society.

P. M.—A Thanksgiving sermon. Appropriate music by the Choir.

SABBATH SCHOOL

In the afternoon at 2.30 o'clock

ALL WELCOME

FOR SALE

AN Overland 1916 Touring Car, in splendid condition. A. G. T. DEARDMORE

WANTED

SMART Boy, about 16 or 17, to learn Jewelry business. Apply E. J. LIPHARDT, Jeweller & Optician.

Steel Windmill For Sale
AT A BARGAIN

$25.00 CASH will purchase a thirty-foot steel tower, Gould-Shapley & Muir Windmill in good condition. Pump and piping connected with it in barn. Purchaser can remove it as we need it. Damage to surrounding property. May be seen upon application at Free Press office. Acton Ont.

HOUSE FOR SALE

THE commodious residence at the corner of Main and Knox Streets, next to Knox Church. Can be used either as a double house or a home for large family. Good garden, soft water, electric light. Immediate possession given. Terms and particulars on application. W. D. SMITH. Acton.

BANDSMEN WANTED

THE 164th Battalion require a few more musicians to complete their Band—the following instruments preferred: Cornets, Baritones, Clarionets, but any instrument acceptable. Apply for any information desired to Band T., 164th Battalion, Camp Borden, Ont.

THE WIDE OPEN DOOR

to Business and a Good Salary is through one of Shaw's Business Schools, Toronto. Write for our descriptive catalogue. It is free. W. H. SHAW, President. Head offices Yonge & Gerrard Sts., Toronto, Ont.

SPECTACLES

For a fine pair of Spectacles or Eyeglasses. Our prices are right. Lenses ground by us are guaranteed to give satisfaction and mounted with the finest quality gold filled stock.

Eyeglasses or spectacles, complete, $2.25 pair. Special lenses extra.

All fine Clock and Jewellery repairing.

E. J. Liphardt
Jeweller and Optician
ACTON - - ONTARIO

NEW WONDERLAND!

FRIDAY, OCTOBER 6
"THE UNKNOWN" with Lou Tellegen a picturization of I. A. Wylie's novel, 'The Red Mirage'

SATURDAY, OCTOBER 7
"Thrown to the Lions," a thoroughly modern play of Broadway cabaret-life.

MONDAY, OCTOBER 9th
Episode 10 of "Peg o' the Ring."

WED. OCTOBER 11
"The Cheat," this play comes to Acton with strong recommends from big cities.

R. L. Gregory

GET THE BEST. IT PAYS
ELLIOTT Business College
Yonge and Charles Street
TORONTO, ONTARIO
Is strictly first-class in all departments. We had more than 300 positions to fill in two months this year. Enter any time. Catalogue free. W. J. Elliott, Principal.

MORTGAGE SALE

OF VALUABLE FARM PROPERTY

UNDER and by virtue of the power of sale contained in a certain mortgage which will be produced at time of sale there will be offered for sale by public auction by James Macdonald, at the front door of the City Hall, in the City of Guelph, on Saturday the 28th day of October, 1916, at 12 o'clock noon, the following valuable farm property:—being composed of the west half of lot number eight (8) in the 1st Concession of the Township of Erin in the County of Wellington containing by admeasurement 100 acres more or less. Upon the premises are said to be erected a brick house and barn and other outbuildings. The soil is clay loam. The property is within 13 miles of Guelph and 5 miles from Acton. Possession can be given on or about the 1st of April, 1917. Terms 10 per cent. in cash on day of sale, and the balance within 14 days thereafter. The property will be offered subject to a reserve bid. For further particulars and conditions of sale apply to Messrs. Lasier & Lazier, Spectator Building, Hamilton, Ontario, Mortgagee's Solicitors, and James Macdonald, Guelph, Auctioneer.

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AUCTION SALE

OF HOUSE AND LOT IN THE VILLAGE OF ACTON

UNDER and by virtue of the powers contained in a certain Mortgage which will be produced at the time of sale there will be offered for sale by Public Auction on Friday the 27th day of October, 1916, at the hour of one o'clock in the afternoon at the door of the Dominion Hotel, Acton, the following property situate in the Village of Acton, being composed of Part of the North West half of Lot No. 28, Concession 3, Township of Esquesing, Commencing at a point where the Southern limits of the lands of the G. T. R. intersect the North Westerly limit of Bower Street, thence in a South Westerly direction along the North West limit of Bower Street thence in a North Westerly direction at right angles to said limit of Bower Street to a point in the Southern limits of the lands of the G. T. R. Company thence in an Easterly direction along the said last mentioned limit to the place of beginning.

On the premises is erected a Frame House containing 4 Rooms and Summer Kitchen. A good garden. This property is situated on Bower Avenue and a few minutes walk from the Post Office.

Terms of Sale—Twenty per cent. of the purchase money to be paid down at the time of sale, balance within twenty days.

For further particulars and conditions apply to

H. M. MILLIGAN, Auctioneer. W. A. MOLWAN, Vendor's Solicitor. Guelph.

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