

PARADISE

Lord, make my heaven plain and But new and whole with room to...

Milton

P. H. Dean of Toronto spent the week end with Rev. H. W. Watts, Hornby.

Mr. and Mrs. E. W. Preston of Carleton Place, are visiting friends in Milton and Hornby.

G. W. McKenzie has bought a Belgian police dog, the first to come to town.

Dr. J. A. Johnston, Deputy Reeve of Trafalgar, had a slight stroke lately and was unable to attend Tuesday's meeting of the county council.

The Oakville Star says boring for water for the Trafalgar well on the ridge is being resumed.

Net Revenues of Canadian National Railways Twenty Millions

In an official statement issued the other day by Sir Henry W. Thornton, Chairman and President, the net revenues of the Canadian National Railways for the year 1923 are placed at \$20,127,447, being an increase of \$1,040,886 in net revenues over 1922.

Crimsby Mayor Resigns

James A. Livingston, elected Mayor of Crimsby by acclamation, has handed his resignation to B. C. Calder, solicitor for ex-Reeve James I. The, who had proposed the Mayor's election on the ground that Mr. Livingston owed the corporation nearly \$1,000 in taxes when he took office as Mayor.

This is the second vacancy to occur since the new Council was elected at the first of the year.

High School Trustees

On Tuesday county council appointed High School trustees 1924, 1925 and 1926, as follows: Milton, C. W. Martin; Burlington, H. J. Pollard, Oakville, Wm. Busby, Georgetown, Rev. R. F. Cameron.

Legislative Grants

Representatives of the Urban School Trustees' Association waited upon Premier Ferguson last Wednesday and strongly urged a disparity in the Government grants given to rural and urban schools.

Will Hold Competition

The annual meeting of the Nelson and Burlington Agricultural Society was held last week. The meeting decided to enter the combined standing field crop competition being held this year under the auspices of the Department of Agriculture and the Society will also hold a field crop competition of their own during the season.

Dig down and resurrect that old soil and have them made look good as new by Collier the Cleanest, Preserver, Repairer.

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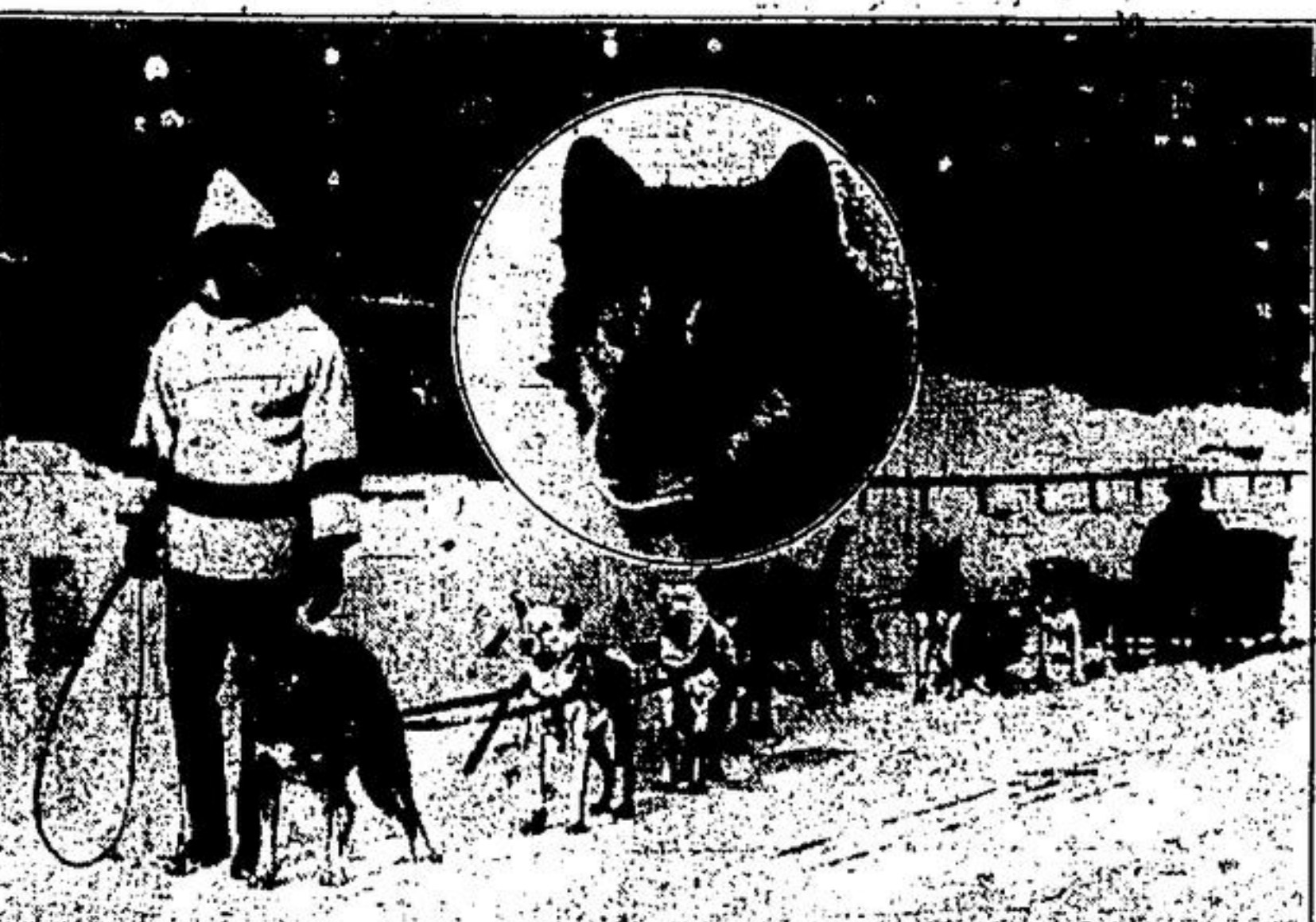
Mrs. J. Walkins Norval Station Phone 8224

Tenders Wanted

Tenders wanted for wood at S.S. No. 4 Esquewaug: 12 cords of good green or dry hardwood 12 inches long 4 cords of pine or cedar 12 inches long. Said wood to be delivered and piled at the woodshed for measurement. Tenders for one or both. Tenders close Feb. 1, 1924. Chairman A. S. Wilson Sec. & Treas. Milton Brown Norval R. C.

Wood For Sale (Good dry hardwood at \$4 per cord also dry soft maple with small portion of elm at \$3.50 per cord, kindling wood \$3.00. J. Bradford, P. O. Box 479, phone 57, 24 Georgetown. 16-1-24)

Chateau Frontenac Team Leader's Long Journey



A breath from the freezing winds of the Canadian Arctic, with something of the loneliness, its savagery, its call upon the elemental qualities of courage and endurance and a dash of the romance of the long trails are embodied in Mountain, veteran hero of the wilderness and dog leader of the Chateau Frontenac team at Montreal. Mountain, a husky, in other words, part wolf and his wolf strain shows itself in his handsome head, with its sharp ears and nose, its steel-hard, flaming eyes, its gleaming fangs and its great ruff of fur. He is a dark grey giant, almost one hundred weight of muscle, bone and sinew, ferocity, grim determination and unswerving fidelity. He was born away up within the Arctic Circle, at Lac-du-Fort, bought in 1919, when very young, by Sergeant Greenan of the Royal Canadian Mounted Police, and trained by him. He is in nearly five years as a member of that famous force running patrols on His Majesty's Service with the red-coated horses of the west. The journey from Le Parc in Northern Manitoba, where he was purchased, to Quebec, a distance of over two thousand miles, was an exciting and extraordinary experience for Mountain. He spent Christmas Day at Winnipeg, where the kind-hearted officials of the Canadian Pacific offered him seasonal fare, which he did not like much, except a morsel of fish and biscuits. He made friends with the baggage men, who were more than sorry to part with him. At Montreal, he had a day's rest and there adjusted himself comparatively easily to the strange turmoil of the great city. His driver, Arthur Beauvais, an Indian from Caughnawaga, took him for a short stroll through the streets, where he created a tremendous sensation. And no wonder, for Beauvais says he is without exception the finest husky he has ever seen, while the Mounted Police report that he has always been greatly admired wherever he has been, both for his appearance and his capacities. Now he is at the Chateau Frontenac, working comparatively easily at giving visitors a ride and in one of the big attractions of winter-time Quebec and will no doubt shine brilliantly at the forthcoming carnival there.

Why Ford Predominates Low First Cost The low price of Ford cars and trucks has been one of the great dynamic forces in the development of motor transportation. Since January 1920 the average price of Ford products has dropped 38% and Ford prices are now the lowest in the history of the industry. And because Ford prices are so low, the worker and his family enjoy the innumerable benefits and delights of owning an automobile; the merchant and manufacturer extend their business into new and profitable fields by means of motor delivery; the farmer carries his fresh produce to the best markets with none of the old-time hardship and delay—and all for a very small initial investment. Fifty out of every hundred cars and trucks in Canada are Fords—due to the public appreciation of Ford value. See Any Authorized Ford Dealer

Ford CARS - TRUCKS - TRACTORS

BUILDING UP CANADA'S EXPORT TRADE



IN Canada's gradual return to industrial activity and resultant prosperity, the automobile factories of the country are taking a by no means unimportant part. Their shipments to foreign countries, and particularly to other parts of the British Empire are an increasing factor in trade development. The above photograph shows a train of 25 cars of Studebaker automobiles which recently left the Studebaker factory at Walkerville, Ont., where the automobiles were built, on a long journey over the C.P.R. to London, England. This was only part of the shipment, fifteen other cars having gone forward very shortly afterwards. Cars shipped overseas require far different treatment than those shipped by rail. In the first place, an export car is enclosed in a huge wooden case, sturdily bound and bolted together so that it has ample strength to withstand the rough handling it must contend with in being "hoisted" into a ship's hold, and every device employed towards making the packing as compact as possible. Compactness is desired for two reasons. First, to prevent play in the case; and second, to minimize the ocean freight charges, which steamship companies differ from the railroads in that they fix their rates on the basis of cubic feet, instead of so much per pound of weight. Many precautions in export boxing are exercised in order to regulate the contact of salt-air with the finish of the car. The surfaces of all metal parts are protected by a coating of grease. The lining of the case with the paper leads further protection.

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MORTGAGE SALE

Farm Property In the Supreme Court of Ontario

Between PEEL FARMERS, Plaintiff and HANCOCK, et al, Defendants Pursuant to the Judgment and Final Order for Sale made in this cause, and bearing date respectively the Third day of May, 1923, and the Twenty-second day of December, 1923, there will be sold with the approval of R. F. Justin, Esquire, Local Master of this Court at Brampton, by Benjamin Petch, Auctioneer, at the Victoria Hotel, in the Town of Brampton, at the hour of two o'clock in the afternoon of Saturday, the Second day of February, 1924, the following lands and premises, in one parcel, that is to say: The North West half of late Clergy Reserve Lot Number Sixteen in the Eleventh Concession in the Township of Esquewaug, in the County of Halton, containing by admeasurement one hundred acres more or less.

This property is situated about one half mile from Norval Station, about two miles from the Village of Norval, and about three miles from the Town of Georgetown. The lot is to be upon the premises a medium-sized brick house, together with frame barn, iced and stable.

The property will be offered for sale subject to a reserve bid. Terms—The purchaser will, at the time of sale, pay down a deposit of ten per cent of the purchase money to the above named Plaintiff, or to its solicitors, and shall pay the remainder of the purchase money, without interest, on the first day of April, 1924.

The Purchaser shall produce only such title deeds and abstracts of title as are in its possession or power, and will not give copies of any title deeds or abstracts of title.

In all other respects, the terms and conditions of sale will be the standing conditions of the Supreme Court of Ontario.

Further particulars may be had from Messrs. Graham & Bowyer, Brampton, Ontario, Solicitors for the Plaintiff.

Dated at Brampton, this 31st day of December, 1923. R. F. JUSTIN, Local Master at Brampton Graham & Bowyer, Plaintiff's Solicitors, Brampton, Ont.

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