The Canadian Champion
MILTON, Aug 24, 1911.

Wm. J. Lowe, farmer and cattle buyer, has been chosen by the Liberals of Peel as their candidate in the coming election, to oppose Richard Blain, Conservative, who has held the seat since 1900, and who has again been chosen by his party. Mr. Lowe has bought an auto for his canvassing trips.

Brampton May Interfere.

Members of Brampton town council wish to give the freeholders of that town a chance to retain the J. W. Williams shoe factory and propose to submit a by-law guaranteeing the bonds of the shoe company. Brampton can prevent the company from taking advantage of the Milton guarantee no matter what is the fate of the Brampton by-law, but members of our town council have been assured that if the Brampton by-law is not carried there will be no interference with Mr. Williams. The following is clipped from the Conservator's report of a meeting of the town council of Brampton held on 15th inst.:

Warr, Wegenast—That the council resolve itself into a committee of the whole to prepare a by-law to authorize the town of Brampton to guarantee the bonds of an incorporated company to be formed by J. W. Williams for the purpose of erecting a factory, buildings, machinery and plant in the town of Brampton for carrying on therein the business of manufacturing boots & shoes and other things.—Carried.

The council went into committee of the whole, Mr. Ashley in the chair. The committee rose and reported that they considered the proposed agreement with J. W. Williams and recommended that the same be adopted and that a by-law be introduced to carry out the terms thereof.

Wegenast, Warr—That the report of the committee of the whole council upon the agreement with J. W. Williams be adopted and that the agreement be duly executed on behalf of the corporation and that a by-law to carry into effect the terms thereof be introduced forwith and read a first time.—Carried.

The by-law was then introduced and read a first time.

Ashley, Higgins—That the by-law be now read a second time, suspending Rule 25.—Lost on the following division. Yeas: Messrs. Ashley, Warr, Higgins. Nays: Messrs. Pickering, Wegenast, Milner.

COUNTY COUNCIL.

Milton, Aug. 23rd, 1911.

The council met at 10.30 a. m. in accordance with adjournment.

The Warden in the chair.

Members all present.

The minutes of the last meeting were read and confirmed.

A communication was read from Emilius Jarvis & Co. re. issue of Halton debentures, $60,000, bought by them.

Mr. Smith moved, seconded by Mr. Griffin, that leave be granted to introduce a by-law to fix the county rate for the year 1911 and that the same be now read a first time.—Carried.

The by-law was read first time.

Mr. Smith moved, seconded by Mr. Griffin, that By-law No. 349 be now read a second and third time and passed.—Carried.

The by-law was read second and third times.

Mr. Smith moved, seconded by Mr. Earl, that this council do now adjourn to met at 1 p. m. sharp.—Carried.

The council adjourned.

The council resumed at 1 p. m., the Warden in the chair.

Mr. Smith moved, seconded by Mr. Hynds, that this council go into committee of the whole to consider By-law No. 350.—Carried.

The council went into committee of the whole, the Warden in the chair.

The council resumed.

The chairman reported by-law read second time in committee of the whole and blanks filled.

Mr. Smith moved, seconded by Mr Griffin, that By-law No. 350 be now read a third time and passed.—Carried.

The by-law was read third time.

Mr. Thompson presented and read the ninth report of the standing committee on county buildings.

Mr. Thompson moved, seconded by Mr. Grant, that the report on county buildings, just read, be adopted.—Carried.

Mr. Hutcheon presented and read the sixth report of the standing committee on roads and bridges.

Mr. Hutcheon moved, seconded by Mr. Bingham, that the report, just read, be referred to the council when in committee.—Carried.

The council went into committee of the whole, the Warden in the chair.

The council resumed.

The report of the committee of the whole was presented and read.

Mr. Earl moved, seconded by Mr. Featherston, that the report of committee of the whole re. acceptance of tender for bridge at Oakville be adopted.—Carried.

Mr. Earl moved, seconded by Mr. Smith, that the account of Samuel McLean for repairs of roller, amounting to thirty-eight dollars 25-100, be paid.—Carried.

Mr. Wilson, Road Superintendent, presented his report on work and expenditure.

Mr. Hutcheon moved, seconded by Mr. Earl, that the report of the Road Superintendent, just read, be adopted.—Carried.

Mr. Grant moved, seconded by Dr. Urquhart, that Mr. Nicholson's marked check be returned.—Carried.

Mr. Earl moved, seconded by Mr. Hynds, that all accounts for the erection of Oakville bridge be paid on progress orders, signed by the engineer and countersigned by the Warden, and this motion shall be warrant for such payments.—Carried.

Mr. Featherston moved, seconded by Dr. Urquhart, that the Warden and Charles Hall be a committee to wait on the Canadian Northern Railway at Toronto, to take into consideration of what is to be done with the bridge on the Middle Road, lying alongside of said railway, and report to this council.—Carried.

Mr. Hynds moved, seconded by Mr. Grant, that the amount as stated in By-law No. 350 received from the sale of good roads debentures be apportioned among the different municipalities by the finance committee of this council, and that the finance committee be instructed to attend to this division of the money as soon as possible.—Carried.

Mr. Earl moved, seconded by Dr. Urquhart, that the solicitor be instructed to prepare a by-law for purpose of issuing debentures for paying for building bridge at Oakville, said debentures to be for sixteen thousand dollars, to run for twenty years and bear interest at 5 per cent. per annum.—Carried.

Mr. Hynds moved, seconded by Mr. Bingham, that this council adjourn, to meet again at the call of the Warden.—Carried.

The council adjourned.

Franco-German negotiations in relation to Morocco have reached a crisis.

A.O.U.W. Games.

The annual games of Victoria Lodge, A.O.U.W., on Saturday afternoon drew a big crowd. The two main events were the baseball match, Milton vs. Galt, reported in another column, and the tug of war, in which the team of the Lewis brick works outtugged those of the Milton Pressed Brick Co., and the Brandons Pressed Brick & Tile Co. The following is the prize list:

Girls' race, under 14—1st, B. Kentner; 2nd, J. Pollock.

Boys' race, under 14—1st, J. Mills; 2nd, G. Farlow.

Girls' race, under 18—1st, J. Crowe; 2nd, E. McMillan.

Boys' race, under 18—1st, N. Winn; 2nd, W. Sloan.

Egg race—1st, Wm. Gallagher.

Walking match—1st, S. Brush; 2nd, J. Hamilton.

Long jump—1st, T. Lott; 2nd, F. White.

A.O.U.W. single men's race—1st, R. Ford; 2nd, D. Clark, jr.

A.O.U.W. married men's race—1st, J. W. Blain; 2nd, D. Clark, sr.

Bun race—1st, J. Mills; 2nd, B. White.

100 yards race—1st, W. Galloway; 2nd, N. Ryder.

Fat man's race—1st, E. Anderson; 2nd, J. Armstrong.

Bun eating contest—1st, J. Mills; 2nd, B. White.

Nail race—1st, E. McMillan; 2nd, N. Hilson.

Three-legged race—1st, Galloway and Ryder; 2nd, Lott and Sloan.

200 yards race—1st, N. Ryder; 2nd, W. Galloway.

Tug-of-war—1st, Lewis's Brick Works.

In the evening there was another large crowd at the concert, at which the band and Harvey Lloyd, comique, of Toronto, gave a fine programme. Bro. Pettit acted as chairman.

Col. J. J. Craig, M.P.P., Fergus, Grand Master of the A.O.U.W., was on the grounds. So were M. D. Carder, of Toronto, Grand Recorder, W. A. Vanderburgh, of Guelph, Supt. of Field Work in Western Ontario, and A. C. Pettit, of Tilsonburg, organizer of Peel district.

Nassagaweya.

About that rabid dog you reported having been killed near Moffat a few weeks ago, a Mr. Stark, of the Department of Agriculture, Ottawa, came and traced up the course of the dog. He found that he had run about 30 miles in the two days, had bitten twelve pigs, two separate flocks of sheep, six other dogs and some cattle. Mr. Stark destroyed the dogs that were bitten, and advised the authorities of Eramosa township to enforce the muzzling by-law, which they promptly did. The dog also bit Ed. Pearen, lot 6, con. 7, Eramosa. Mr. Pearen went to Toronto and is now receiving treatment. John Leslie, father-in-law of Mr. Pearen, was also bitten, but the dog's teeth did not penetrate the skin, so it was decided that it was unnecessary for him to go and take treatment. Last Sunday one of the pigs that were bitten developed rabies at Chas. McNab's, lot 5, con. 6, Eramosa, and the animal was immediately shot. No outbreak or damage has as yet been reported in Nassagaweya, but the authorities are considering the situation.—Com.

Kilbride.

The garden party on Aug. 11th, held at the residence of Robt. Aikens, under the direction of the Ladies' Aid, was a huge success, and is said to have been the best ever held in connection with the Methodist Church here. The weather was delightful, just the kind for the rapid disappearance of ice cream, twenty-eight gallons of which wended their ways down several throats. The ball game in the afternoon, between Carlisle and Milton, was quite watchable, if not the best ever. We understand the Milton team was not their professionals. Why not? Did they send us their juveniles? However, they played very well and deserve encouragement. The program of the evening was excellent. The band played splendidly, as they always do. The Lawrie Bros., in spite of their repeated engagements out this way, can still hold the attention of the crowd. The readings and songs were good. Altogether the garden party was very successful, which was due a great deal to the beautiful decorations of the grounds. The proceeds of the evening amounted to about $220.

Methodists of Canada are taking steps for a vote on Church union.

Cook's Cotton Root Compound.

The great Uterine Tonic, and only safe effectual Monthly Regulator on which women can depend. Sold in three degrees of strength—No. 1, $1; No. 2, 10 degrees stronger, $3; No. 3, for special cases, $5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (formerly Windsor)

NOTICE.

Public notice is hereby given that the Municipal Council of the Township of Nassagaweya will, at a meeting to be held on Monday, the twenty fifth day of September, 1911, at the hour of two o'clock in the afternoon, at the Council Chamber in Nassagaweya, consider a By-law for closing and stopping up and conveying to the South Ontario Pacific Railway Company that portion of the Forced Road upon Lot Four (4) in the First (1) Concession of the said township, described as follows, namely—

A part of the Forced Road running through Lot Four (4), Concession One (1), Township of Nassagaweya, Province of Ontario, more particularly described as follows:—

All that part of the said Forced Road lying adjacent to the centre line of the South Ontario Pacific Railway and lying between the said centre line of railway and a line parallel to and fifty feet (50') from the said centre line of railway on the northeasterly side of the said centre line of railway and between the said centre line of railway and a line joining the point in the southwesterly boundary of the said Forced Road, said point being sixty feet (60') from the said centre line of railway on the southwesterly side of the said centre line of railway, and a point in the northeasterly boundary of the said Forced Road fifty feet (50') distant from the said centre line of railway on the southwesterly side of the said centre line of railway, the whole containing twenty two one hundredths of an acre (0.22 ac.) of land, be the same more or less.

And for establishing as a highway in lieu thereof the land hereinafter described, namely:—

A portion of Lot Four (4), Concession One (1), in the Township of Nassagaweya, County of Halton and Province of Ontario, more particularly described as follows: Commencing at a point in the southeasterly boundary of the said Lot Four (4) distant one thousand and five feet and seven-tenths of a foot (1005.7) from a post planted at the intersection of the said southwesterly boundary of Lot Four (4) with the Road Allowance [not open] between Concessions One (1) and Two (2) in the said township; thence along said southeasterly boundary of Lot Four (4) with bearing south thirty-eight degrees thirty-five minutes west (S. 38° 35' W.), a distance of fifty and six-tenths feet (50.6) to a point, said point being distant one hundred and ten feet (110') from the centre line of the South Ontario Pacific Railway as located; thence northerly parallel to and one hundred and ten feet (110') from said centre line of railway a distance of ten hundred and forty feet (1040'), more or less, to a point in the southwesterly boundary of the Forced Road running through the said Lot Four (4); thence southeasterly and following the various courses and bearings of the said southwesterly boundary of road a distance of one hundred and nineteen feet (119'), more or less, to a point, said point being sixty feet (60') from the said centre line of railway; thence southerly parallel to and sixty feet (60') from the said centre line of railway a distance of nine hundred and twenty feet (920'), more or less, to the place of beginning, the whole containing one and one-eighth acres [1 1-8 ac.] of land, be the same more or less.

All persons interested or whose lands may or might be prejudicially affected by such proposed By-law are required to attend at the said meeting, where they will be heard in person or by counsel or solicitor with reference thereto upon petitioning to be so heard.

Dated this 21st day of August, A.D. 1911.

M. BRATTIN, Township Clerk.

11-4t

VANCOUVER STILL BOOMING.

Vancouver, B.C., August 12th.

Editor Champion:

You have called my attention to certain letters in the Toronto World from illiterate correspondents in Vancouver, depicting a deplorable state of affairs in the shape of a bursted boom, and some 15,000 idle men who don't get as much to eat as they would like.

It is probable that the correspondents were concerned in the recent strike of the building trades, which was projected without any cause, to gain public sympathy, and was foredoomed to failure. After the first few days there was little visible indication of a strike, as there was plenty of labor available from the Puget Sound cities, and in six weeks the strike was called off. In the meantime most of the strikers had gone to work.

It was claimed by the unions that they had 4000 men out at the beginning, and this must have been the maximum number of men temporarily unemployed. The building permits within the corporate limits for the month of June, while the strike was in effect, amounted to but slightly less than $1,000,000, which demonstrated something different from total paralysis, and there is every indication that the building operations for the rest of the year will maintain the tremendous advance over the corresponding months of 1910. The permits for the first half of the year amounted to between nine and ten millions. The cost of new buildings just outside of the corporate limits amounts to several millions more.

There has been no "boom," in the common acceptation of the term. The extraordinary growth of this city is not forced by advertising, or by anything but conditions that will continue to operate regardless of all the fictions that may be published in the eastern newspapers. The growth is much more substantial and healthy than that of all other Pacific Coast cities combined, consisting chiefly of dwellings. Notwithstanding the fact that some thousands of dwellings are under construction all the time, the greatest difficulty for newcomers is to find houses for rent. The proportion of owners must be larger here than almost anywhere else.

The figures of the new census are not yet available, but the new city directory, which usually makes a short count, places the increase of population in the city and suburbs immediately adjoining for the past year at 27,550. The annual increase hereafter will be larger, for the forces that make for growth will be more than doubled within a few years. So far only three trunk lines of railway have entered Vancouver, being the Canadian Pacific, the Northern Pacific, and the Great Northern. The last two are not yet provided with terminal facilities, but are embarking on an expenditure of many millions for docks and terminals that will enable them to swell the volume of their business. Within a few years at least five more great railroad systems will be operating into Vancouver. These are the Canadian Northern, the Grand Trunk Pacific, the Milwaukee, the Southern Pacific, and the Victoria Vancouver and Eastern. The latter is Great Northern, operating in southern British Columbia, with connecting links under construction, with Winnipeg as the eastern objective point.

The most important of the above lines are the Canadian Northern and the Grand Trunk Pacific, which will more than treble the business of Vancouver with the prairie provinces.

It is impossible to convey any idea of the tremendous activity that forces itself upon the attention of every visitor, in every part of this city and its suburbs. All visitors will endorse the remarks of M. J. Costello, general traffic manager of the Great Northern, published in the local press two days ago, as follows:

"We are going ahead with plans of improvements which entail an expenditure of between $7,000,000 and $10,000,000 within the next two years," said Mr. Costello in discussing his company's plans for Vancouver in the immediate future.

"Business in British Columbia has been so very encouraging for us that we are not going to lose any time in pushing to a speedy completion our plans for improvements. We contemplate constructing three docks, and while two of them will be leased one of these two to Balfour, Guthrie & Co. the third and largest one will be for our own use. It will practically be the largest dock on the Pacific Coast, being between 800 and 1,000 feet long, 150 feet wide, and will be able to accommodate steamers drawing 12 feet of water. While I don't care to appear in the light of making an iron-clad statement, I don't mind expressing my opinion that the Minnesota, the largest steamer on the Pacific, will run from Vancouver to the Orient before the opening of the Panama Canal.

"Among other improvements planned by us, which will be started without delay the same as the work on the docks, are new trackage arrangements, new depots and terminals for Vancouver, and other matters, on our False Creek property. Our new Vancouver depot, when completed, will be the finest in the West and will be able to accommodate more than twice the traffic now provided for in any other depot in the country. This may sound rather like much 'big talk,' but when you take into consideration that we have increased our delivery tracks exactly one thousand per cent. in five years, you will get an idea of the absolute necessity of looking ahead in making provision for the future.

"Vancouver is positively the eighth wonder of the world. In no place that I have ever visited have the founders displayed that degree of farseeing intelligence in laying out a city as in Vancouver. It is absolutely marvelous to watch Vancouver's phenomenal growth. It is simply unprecedented in the annals of modern history. Vancouver today offers more profitable opportunities to all classes than any other city on the American continent. This city is destined to be not alone one of the most important cities in Canada, but what is more, one of the most important cities in the world, and we are making a special feature of Vancouver in all our new publicity matters, for there is not another city that I know of that presents a more startling and impressive array of statistical figures than does this city."

As an example of the certain benefits of reciprocity to this country, two of the officials of the Globe Grain & Milling Co., of California, are now in this city, making arrangements to procure some 4,000,000 bushels of wheat per annum from the prairies, via Vancouver. They have large milling plants at various points in California and at El Paso, Texas, exporting so much flour to Central America as to maintain a steamship line of their own. The development of fruit growing in California has reduced the yield of wheat by 70%, so they have no supply nearer than Kansas. With reciprocity they can procure the superior wheat of Western Canada in such quantities as to greatly enlarge their business, operate their steamships between Vancouver, San Francisco and San Diego, and in due time establish a large milling business at Vancouver, with No. 1 hard as a basis.

—S. P. PANTON.

Elmore district, Saskatchewan, was swept by a cyclone on Monday.

THE FARMERS' TURN.

To the Electors of Halton:

Halton, while one of the smallest counties in Ontario, has a larger acreage devoted to small fruits than any other county in the province. The market for small fruits must necessarily be the larger centres of population within a few hours of home. Ontario farms are nearer the great eastern American centres of population than are the territories by which these great centres are now largely fed. The County of Halton is only three hours from Buffalo. Halton berries and cherries can be landed in the great mining and iron working centres of Pennsylvania before the first flush of perfection has passed from the fruit. At the very lowest estimate, then, reciprocity would double the market for the man who has small fruits to sell. In this respect it would benefit Halton more than any other county in the province.

If agriculture and horticulture are to continue to prosper and increase in Canada, we must first extend our markets. That, to me, seems one of the strongest reasons why we should support reciprocity. In business it won't do to "let well enough alone." The man who is satisfied with the business he has, will soon have less. To do business to-day, you must get and get after it.

The Conservative leader is telling the people that the tariff built up Canadian manufactures because it gave them a market. We have been building up a market for manufacturers for thirty years; now it is the farmers' turn.

The tariff on products of the soil cannot help the farmer, because in our agricultural country there is always enough and to spare, and it is what there is to spare that fixes the price.

With reciprocity in farm products, there will be a market for more than we can produce, with the result that a tremendous stimulus will be given to agriculture in all its branches. It will make agriculture in Canada more than ever worth while. And agriculture must continue to be the backbone of this country.

Remember that this reciprocity agreement affects only natural and food products, and hence there is no foundation for the misleading statements of the Opposition that the country will be flooded with United States manufactured goods, since these will be subject to the same duties as before.

Yours faithfully,

Walter Harland Smith.

Address—
"Ridgewood Farm,"
Trafalgar P.O., Ontario.

Ashgrove.

Aug. 22, 1911.

Some of our young people took in the picnic party to Eldorado on Friday night.

Baseball seems to be the most exciting feature in this vicinity. Try again boys, don't give up in despair.

Miss Estella Ruddell is holidaying under the parental roof.

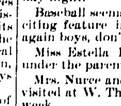
Mrs. Nurce and Mr. Nurce, of Erin, visited at W. Thompson's during the week.

Miss Olive Cox and Mrs. Sergeu, of Toronto, spent Saturday and Sunday with Mrs. Alexander and Mrs. W. Wrigglesworth.

Mr. Gates, of Red Deer, Man., is visiting at Henry Wilson's.

Thomas Wrigglesworth, of Wisconsin, visited his brother during the week.

Miss Allie Trimble, of Toronto, spent last week with her cousin, Miss Gerty Wrigglesworth.



Wood's Phosphodine, *The Great English Remedy.* Tones and invigorates the whole nervous system, makes new Blood in old Veins. *Cures Nervous Debility, Mental and Brain Worry, Despondency, Sexual Weakness, Emissions, Spermatorrhea, and Effects of Abuse or Excesses.* Price $1 per box, six for $5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. *New pamphlet mailed free.* The Wood Medicine Co. *(formerly Windsor)* Toronto, Ont.

Monkey Brand Soap will clean a house from cellar to roof, but won't wash clothes

YOU ARE QUITE FAMILIAR

with the big values we offer at our regular prices, so it will be an easy matter for you to figure out how much you will save by buying a suit now, when you can get one for exactly ¼ less than regular price.

LEVINSKY'S

"The Store That Satisfies"

GRAND TRUNK RAILWAY SYSTEM — Canada's Double Track Line

Farm Laborers' EXCURSIONS

$10.00 to WINNIPEG

And Central Points in Western Canada, including points on Grand Trunk Pacific Ry. via Chicago, Duluth and Fort Francis

SIX ADDITIONAL RETURNING

AUGUST 12th — From all stations north of but not including main line Toronto to Sarnia tunnel via. Stratford, to and including the line from Toronto to North Bay and West in Ontario.
AUGUST 16th — From Toronto and stations east in Ontario, also east of Orillia and Scotia Jct. in Ontario.
AUGUST 23rd — From all stations Toronto, North Bay and west in Ontario.
AUGUST 25th — From all stations Toronto and east of Orillia and Scotia Jct. in Canada.

CANADIAN NATIONAL EXHIBITION, TORONTO

SINGLE FARE (Minimum Charge 25c.) AUGUST 25th TO SEPT. 9th, INCLUSIVE.

From all Stations in Canada West of Cornwall and Ottawa.

Special Low Rates and Train Service on Certain Dates.

Full particulars from any Grand Trunk Agent, or address A. E. Duff, D.P.A., Toronto

Store Open 8.00 a.m. — J. L. Sanderson — Store Closes 6.30 p.m. Saturday 10 p.m.

Here to Stay!

In purchasing the Bastedo & Co. business we secured a long lease of the premises, and our business has steadily grown ever since we have opened up. We are thoroughly satisfied and know now that the buying public of Milton and vicinity appreciate a strictly up-to-date store conducted on modern business methods. We state the above facts in order to give the LIE DIRECT to the originator of reports now being circulated with the evident intention of doing this business harm.

Great Dress Goods Sale

A fair assortment of colors, tweed effects, lustres and other weaves, regular value up to 30c. ..... Sale Price 15c. yd.

Great variety of weaves and colors, in plain and fancy dress goods, suitable for dresses, skirts, winter waists, school dresses, &c., regular up to 50c ..... Sale Price 35c. yd.

A nice assortment of exclusive dress patterns (no two alike), plain, fancy and tweed effects, very fine weaves, regular value up to $1.50, for ... 79c. yd.

SILK SPECIAL

Black Taffeta Silk, "guaranteed on edge," 36 inches wide—a lovely dress or suitable for early fall coats. Sold always at $1.25 per yd. ..... Our Price 98c. yd.

Satisfied Customers our Best Advertisement

J. L. SANDERSON

At Hemstreet's

- - THE BIG - -

Summer Sale!

Is on and will be continued until the end of the month.

We are clearing out the Summer Stock, and at the same time offering all kinds of

Dress Goods at Sale Prices

so that those who come to buy summer goods may at the same time get their all round supply at Bargain Prices.

Don't wait until the sale is over and miss the big bargains that are going.

Lots of goods ordered in good time came in too late for ordinary selling and have to be cleared, in many cases at a loss.

The remaining days of August will see the finish of our summer stock, and goods will be sold at a sacrifice to accomplish it.

☞ Be sure and get your share of the snaps that are bound to go before the month closes.

R. L. HEMSTREET.

Mr. and Mrs. Joseph Holmes, of Acton, announce the engagement of their youngest daughter, Leonora Irene, to Frank Austin Williams, of Brampton, the wedding to take place early in September.

Through the intervention of Mr. Lloyd-George the British railway strike has been settled, and the men have returned to work. The King has congratulated Mr. Lloyd-George on saving Great Britain from a national calamity.

Arnold Smith, of Brampton, was fined by the police magistrate of Brampton $10 and costs for abusing a horse hired from Albert Kee's livery stable and $1 and costs for disorderly conduct. The horse was badly cut by a nail which Smith fasted to his whip.

NOTICE

Is hereby given that a by-law was passed by the County Council of the County of Halton on the eighth day of August, A.D., 1911, providing for the issue of debentures to the amount of $90,000 for the purpose of providing funds for the cost of the improvement of highways, carried on by the county pursuant to the "Act for the Improvement of Public Highways," and that such by-law was registered in the Registry Office of the County of Halton on the eleventh day of August, A.D. 1911.

Any motion to quash or set aside the same or any part thereof must be made within three months after the first publication of this notice and cannot be made thereafter.

Dated the eleventh day of August, A.D. 1911.

WM. PANTON, Clerk.

10-9t

H. WHEELER, Teacher of Music
Piano, Organ and Violin
Address—Sar

Sam Henson
East Mary St., Milton
Carpenter, Contractor,
Kitchen Cabinets made
Repairs, etc.

Clover Seed.
Farmers threshing in nearly all cases make some of the rubbish from the mill. Weeds and rubbish all from grain separators.
Seed cleaned 10 cents at farmer's own barn or
New grain or seed bags.
Please write or call.
52- ALICE TITCHMARSH
Agerton Corners

Wool Wanted
The highest market price all kinds of Wool.
BUCK & McLAREN
Butchers
Milton

Canadian Northern Ry
CANADIAN NORTHERN
50,000 Harvesters Wanted
EXCURSIONS FROM EASTERN CANADA
$10.00
To Winnipeg. Choice of routes the excursionist and free transportation ed from Winnipeg West to Regina, Saskatoon, Warman, Swan River and intermediate points.
Tickets at $18, conditioned on return ticket will be issued to original starting point shown on going ticket.
DATES OF SALE
Aug. 3, Lines in Ontario South and East of Toronto to Sarnia, and from Toronto and Province of Quebec.
Aug. 12, North of Toronto Sarnia and including all branches and the Georgian Bay and Ontario Railway.
Aug. 16, Points in Eastern Ontario.
Aug. 23, Points West of Toronto and Quebec.
Aug. 25, All points East of Toronto and Quebec.
The best crops are on the line of the CANADIAN NORTHERN RAILWAY.
Where the best crops are the best settlers make their homes.
IMPORTANT.—To reach Canadian Northern points it will be necessary to travel on the Canadian Pacific Railway to Winnipeg.
For full information apply to Agents of the Canadian Northern Railway, Canadian Pacific Railway, Central Ontario, Bay of Quinte and Brockville, Westport and North Western Railways.
E. L. FAIRBAIRN, Asst. Gen'l. Pass. Agt. Can. Nor. Ry. Toronto, Ont.