

Notice to Creditors

IN THE MATTER of the Estate of
Leonard William Curtis

late of the Village of Richmond Hill, in the County of York, Farmer, deceased.

NOTICE is hereby given pursuant to Section 56 of the Trustees' Act, R.S.O., 1914, Chapter 121, and Amending Acts, that all Creditors and others having claims or demands against the Estate of Leonard William Curtis, who died on or about the 11th day of June, 1923, at the Village of Richmond Hill, in the County of York, are required on or before the 20th day of August, 1923, to send by post prepaid or deliver to Naughton & Jenkins, 85 Richmond Street, West, Toronto, Solicitors for the Administratrix of the Estate of the said Deceased, their Christian names and surnames, addresses and descriptions, full particulars in writing of their claims, statement of their accounts, and the nature of the security, if any, held by them.

AND TAKE NOTICE that after such last-mentioned date, the Solicitors will proceed to distribute the assets of the said Deceased, among the parties entitled thereto, having regard only to the claims of which they shall then have notice, and that the Solicitors for the Administratrix will not be liable for the said assets or any part thereof to any person or persons of whose claim notice shall not have been received by them at the time of such distribution.

Dated at Toronto, this 17th day of July, 1923.

NAUGHTON & JENKINS,
85 Richmond Street, West,
Solicitors for the said Administratrix.
3-4-5

Public Notice

Re TAXES

The Second Instalment of Taxes for 1923 is due AUGUST 1st. Discount of Five per centum is allowed only when payment is made on or before AUGUST 15th

A. J. Hume,
Village Treasurer.

J. T. SAIGEON
Maple

Licensed Auctioneer for the County of York. Sales attended to on shortest notice and at reasonable rates.
Patronage solicited

THE Rolfe Shoe Repair

Down at heel eh. Well, who's fault is that?

You are not a down and outer, so why be down at heel?

You do not want to be considered a down and outer, so why be down at heel?

No self respecting person is down at heel.

Supposing it were possible for you to stand behind yourself and watch yourself going down the street with that shuffling gait so peculiar to persons who have allowed their boots to lean over at a very acute angle, you wouldn't consider yourself very graceful would you, and there are others perhaps, who would hold the same opinion.

If you were honest with yourself you would say—"Well, you do look a sight, I never thought my heels were so badly worn."

If you are "down at heel," there are only two causes responsible, one is carelessness, the other, the principles of economy wrongly applied.

A remedy awaits you at

The Rolfe Shoe Repair Store
Arnold Street
open all day, and every day,
except Wednesdays and
Sundays.

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CHANGE IN ROAD SYSTEM

Judged by articles in City papers recently Hon. George S. Henry, Minister of Highways and Public Works, contemplates changes in the widening of roads in the Province. The making of good roads should receive reasonable encouragement, but we believe the late Drury Government was extravagant in certain sections.

It cannot be denied that a road like Yonge street, with thousands of vehicles passing over it every hour in the day, with an electric Railway carrying thousands of passengers every day, should be at least as wide as the government standard—86 feet. But there are other so-called Government roads in back townships where the traffic is light, and where no electric cars can be seen. In such places it does seem extravagant to remove fences, trees and probably buildings in order to change the width of the road from 66 to 86 ft.

Evidently the Minister does not intend to interfere with contracts already let for this season, as the following reported interview will show: "The work for the season," "is practically all under contract. It will be the duty of the Department to have all work completed as expeditiously as possible with the minimum of inconvenience to the travelling public, as well as those resident on the highways."

NEWSPAPER MEN'S TRIP

THROUGH

The Maritime Provinces and
Quebec City

Annual Convention at Halifax, N.S.

(Continued from last week)

As Halifax was the destination of the press party it might be well to speak here of the train service furnished by the Canadian Pacific Railway. The special train which left Toronto was one of the longest that has ever pulled out of that Station. It included twelve coaches of which eight were standard sleepers of the most modern type. Two diners with special crews of chefs and waiters were attached and at the rear was a compartment observation coach from which the travellers were able to view the splendid scenery through which the Canadian Pacific Railway runs. These with baggage cars made up the train. The engine was a modern type high-power locomotive which contributed greatly to the success of the trip by doing even better than the time schedule arranged.

The total distance travelled by the party on the way to Halifax was approximately 1,150 miles broken up into the following stages: Toronto to Montreal, 340 miles; Montreal to Fredericton N. B. 559 miles; Fredericton to St. John 66 miles, St. John to Digby by Canadian Pacific steamer "Empress" across the bay of Fundy and from Digby to Halifax over the Dominion Atlantic Railway 151 miles. The train was accompanied by a number of Canadian Pacific officials whose business it was to look after the comfort of the party. They included W. B. Howard, Assistant General Passenger Agent at Montreal, J. Harry Smith, Canadian Press Representative of the Company and T. L. Kellie of Toronto.

The meals on the train were first-class, the berths were as comfortable as berths can be made on a train, and every courtesy from the managers, Stewards, down to the Porters, was shown to the passengers from beginning to end.

After two very pleasant days spent in Halifax and vicinity, the Press party left for the Sidneys.

We had left our special train furnished by the Canadian Pacific Railway at St. John, but on teaching the station in Halifax on Tuesday night found an exact counterpart of the first train provided by the Canadian National Railway in which to continue our journey. At Mulgrave, nearly 187 miles from Halifax, we crossed the famous Strait of Canso by train over the ferry, and early on Wednesday morning reached Sidney, Cape Breton Island.

Sydney Harbor is one of the finest in the world. It is two miles wide at its mouth, extends inland for a distance of four miles and has an area of over 25 square miles. Within its confines all the navies of the world could be accommodated with anchorage at one and the same time. And is without rocks and shoals.

The outstanding features of the Sydney district are its iron and steel and coal mining industries. Its iron and steel industries are located at Sydney, and Sydney Mines, it being in this respect the most important in the Dominion.

One of the most important iron and steel plants in the Dominion is situated here. The extent of the plant may be gathered from the fact that it covers an area of 725 acres, employs about 3,000 men, and has a payroll of \$14,500,000. Its principal products are pig iron, steel rails, wire rods and their various products, and ship plates. The best-named industry, which is the first of its kind in the Dominion, was only inaugurated in February, 1923, a five-million dollar mill having been erected

for the purpose. There are also large plants for the production of coke and benzol. The latter was started shortly after the outbreak of the recent war for the purpose of producing material for the manufacture of high explosives, an enterprise in which Thomas Edison was associated.

Our party was taken in hand at Sydney and shown over the immense plant of the British Empire Steel Corporation. Here we saw the molten metal cast into huge ingots and started on a journey which ended with them being fashioned into perfect steel rails, automatic machinery performing every operation necessary in the successive stages of the work. We also watched with interest the making of all kinds of wire, nails, etc., and as a memento of the occasion and a sample of the steel-worker's versatility the men of the party received presents of steel cuff-links. Our guide through the town and the works was one of the superintendents.

Being asked about the condition of the workmen's homes he said there was no suffering, the homes at \$8 a month were comfortable, and their fuel, principally coke, was furnished at a cheap rate. Our tour of the steel plant was followed by a luncheon in which many of the leading citizens of Sydney joined the party. The Daughters of the Empire made splendid arrangements for this. The hall was tastefully decorated and a fine orchestra played during the luncheon. This was followed by speeches by hosts and visitors, and a pleasant hour spent together.

After the luncheon tendered us in Sydney we boarded the fine steamer "Bras'Or," which was gay with bunting, and started on the next stage of our trip, which took us over these beautiful "lakes of gold" throughout the afternoon and evening. It was a delightful experience and the scenery by the way leaves a lasting impression on the mind. It was nearly eight o'clock at night, in the gloaming of an ideal summer evening, when our boat passed the holiday resort of Baddeck and our attention was called to the monument away up on the summit of a lonely mountain which marks the last resting place of Prof. Alexander Graham Bell, the inventor of the telephone. It is called "Beinn Breagh," which we are told is Gaelic for "Beautiful Mountain," and at a lower point on the heights stands the summer home which was so loved by the man who gave to the world one of the greatest utilities of modern times. We left the boat at Iona and once again rejoined our train. And so we were on our way again, arriving bright and early on Thursday morning in the busy little city of New Glasgow, which we found gaily decorated with flags.

(To be continued.)

WILLOWDALE

Arrangements have been made for the third annual field day of the Willowdale-Lansing district, which will be held at the Arena grounds, Stop 32, Yonge street, on Saturday, August 11. Committees have been formed and conveners appointed to make the necessary preparations. Every effort is being put forward to provide the public with entertainment of the best quality. The programme will include team games and individual sports.

VICTORIA SQUARE

Miss Stella Heise, of Victoria Square, left on Friday for Bay Beach, where she is engaged in housework.

Mrs. Fred Climenhaga and two daughters, of Stevensville, visited with the former's sisters, Mrs. Landon Steckley of Goumley and Mrs. W. B. Heise, of Victoria Square.

Miss Cathrine Leibbeck, of Grantham Pa., was the guest of the Misses Elva and Stella Heise last week.

Mr. and Mrs. Elsworth Keys, of Colborne, visited with Mr. and Mrs. L. B. Heise, of Victoria Square.

MAPLE

At one time Maple was considered a very quiet village but this has all been changed owing to the increased auto traffic, and by the crowd of young people, who nightly keep up a noise till a late hour.

Mr. A. McLean is building a new house on the lot he recently purchased from Mr. A. Duffy.

Mr. Spence Bone has sold his house to Mr. M. Sawdon of Edgeley.

Rev. S. R. and Mrs. Robinson and Miss Ruth Robinson, are visiting in Caledon. Rev. Mr. Robinson is having a vacation on account of poor health.

Miss Mona Cousins and Miss Winnifred McDonald, spent last week visiting in Schomberg.

A Gray-Dort car owned by a returned soldier of Toronto, was destroyed by fire here on Sunday evening.

The boys' and the girls' classes of the Methodist Sabbath School held a picnic at Bond's Lake on Friday last.

Miss Annie Allen and Miss Dorothy Rupert of Toronto, spent the week-end with Mrs. J. McMurachy.

Miss Margaret Johnston who has served twenty-five years with the T. Eaton Co., was with a number of others, made the recipient of a handsome gold watch. Miss Johnston left a little over a week ago for trip to England, and expects to be gone several months.

Miss Ella Kinnee has gone to Ingersoll on a visit to friends.

Mrs. Jas. A. Chapman, Mrs. B. Jackson and son Rupert, who have been visiting in Essex and Detroit, returned home Tuesday, and left on Saturday for Port Elgin accompanied by Mr. B. Jackson.

Want Ads.

LADY'S BICYCLE—For sale, in good condition. Will sell cheap. C.P. WILEY, Richmond Hill. 4-1f.

FOR SALE—Victor Victrola and 18 records. Price \$50, cost \$110. Call after 6 p. m. JAMES IRWIN, Vincent Ave., Richmond Hill. 4-6

WANTED—Berry and currant pickers. Five cents a box. Fruit for sale. I. WALDER, Mill St., Richmond Hill. 4

WANTED—An unfurnished room, about August 15th, in Richmond H.I. Address, Miss DEVINE, Richmond Hill. 4

FOR SALE—Washing machine, 1900 Gravity, nearly new. A. J. NICHOLS, Gormley, R. R. 2, Phone 4014 Stouffville. 3-4

FOR SALE—A platform and scoop scale weighs up to 240 lbs. In good condition. THE ROLFE SHOE REPAIR, Richmond Hill. 3-1f

TO RENT—Two acres with four room cottage, fenced. Garden planted with vegetables. F. URBEN, May Avenue. 3-4

LOST—On the King road, Schomberg Junction, a large hand bag with handkerchiefs and purse inside, were lost Saturday evening, July 21. Please return to LIBERAL OFFICE, Richmond Hill, and receive reward. 4

ROOM AND BOARD—For one gentleman. Apply LIBERAL OFFICE. 3-5

GOOD 800-ACRE STOCK AND GRAIN—Farm in Alberta, well wooded, on the Little Red River, extra good water conditions for stock and suitable for man with growing family, good roads; 70 miles from Calgary, churches and high school convenient, near good town on Canadian Pacific, selling owing to health. Enquire at LIBERAL OFFICE. 3-6

NOTICE—E. Stacey is prepared to do all kinds of trucking and cutting in Richmond Hill and vicinity. Patronage solicited. Phone Richmond Hill 98. 42 1f

FOR SALE—One Quebec brighter day cook stove, practically new, with stove pipe. One Reed baby stroller. FROUD, Roseview Ave. 50-1f

FOR SALE—Home comfort Steel Range, good as new. Mrs. HENRY ESPEY, phone 849 Maple. 3-5

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