

**OFFICIAL FIGURES FOR GREY-BRUCE:
MISS MACPHAIL'S MAJORITY IS 1484**

ARTHEMESA		MARKDALE	
Campbell	Hall	Macphail	Mildmay
1. Orange Valley 31	21	95	95
2. Flesherston 14	24	82	199
3. Proton Station 60	6	54	62
4. Ceylon 37	16	125	48
5. Priceville 47	45	121	157
6. Vandeleur 32	4	80	28
7. Eugenia 57	17	129	34
8. Portlaw 39	2	57	33
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VARNEY
Miss Marjorie Kerr spent the week end with Miss Heard at her home at Flesherston.
Mr. Thos. McNiece and Miss V. McNiece of Durham were recent visitors with Miss Margaret Leeson.
Mrs. Morice visited Sunday with Mr and Mrs Walter Clark Crawford.
Guests of Mr and Mrs W. G. Blyth were Mr and Mrs Albert Morrison and family, Wilder's lake; Mr and Mrs H. Wilkinson, Mt. Forest.
Mr. Julius Kellar returned home on Monday from Hamilton where his daughter, Mrs F. Gibson underwent a serious operation.
Miss Dorothy Bogle was a recent visitor with Miss Dorothy Caldwell.
Mrs. Tinkham left Thursday for Toronto, en route to Buffalo, where she will spend the winter with her son Leonard.
Mr and Mrs McCabe were in Holstein recently visiting with Mr and Mrs Gordon Long.
Mr and Mrs R. J. Eden, Mr Wm. Eden attended on Friday the funeral of Mr. Nelson Carmount at Mount Forest.

ALLAN'S CORNERS
Mrs J. R. Campbell, who underwent a critical operation for goitre in Hamilton is at present doing as well as can be expected.
The home of Mrs. Jas. Levi visited at the home of Mr. Robert Lewis at Orchard on Sunday.
The destruction of the barn and hen house of Mr. Wm. Nelson of Orchard, which was burned down on Saturday morning around 3 o'clock, caused a gloom in the neighborhood. This is a dreadful shock to Mr and Mrs Nelson and they have the sympathy of the community.
Congratulations to Mr and Mrs R. Wilson who have a male addition to the family.
J. C. and Mrs Queen visited with Mr and Mrs W. Nelson recently.

OBITUARY
MRS. JAMES ECCLES
A sufferer for many years from heart trouble, Mrs James, Eccles died on Monday at the home of her daughter, Mrs David Gillies, Egremont, in her 76th year.
The deceased was formerly Catherine McInnes, who was born in the township of Proton, and there lived until 1880 when she was wedded to the late James Eccles, who predeceased her in 1918. They settled on the farm at Boothville now owned by John Hill, which was their home until 1902, when they moved to Dromore and ten years later to Holstein. Three years ago failing health necessitated Mrs Eccles to go to her daughter's home, Mrs Gillies of Fairbairn. In days of good health the deceased was a strong active woman, a devoted wife and mother and took a keen interest in the events of the times.
Five sons and four daughters remain to mourn her demise: Daniel Eccles of Conn; John of Dromore; Adam of Galt; Robert of Philadelphia and Bert, Holstein; Mrs Frank Adams (Mary) and Mrs David Gillies (Mary) of Fairbairn; Mrs Strong (Euphemia) of Lambton Mills, and Mrs John Smith (Jessie) of Conn. Two sisters and a brother also survive: Mrs Mossop, Toronto; Mrs Bowerman, Saskatoon and Daniel McInnes, Proton.
After a family service at the home of her daughter Mrs Gillies, the remains were taken to Amos church on Wednesday afternoon, where the funeral service was held. Rev. R. Mercer of Holstein United church and Rev. R. Honeyman of Amos had charge of the services.
Interment was made in Amos cemetery the pallbearers being six grandsons: Orville, John and Lloyd Eccles, Murray Adams, Robert Gillies and Lawrence Smith. Many old neighbors and friends gathered to pay the last tribute to one so well-known and highly respected.

SOW FOR SALE
Government select York Sow, due to farrow Nov. 2nd. Apply to W. J. Eden, Varney.

FARM TO RENT
Lot 25, Con. 3, Egremont, 100 acres. Apply to R. A. Pollock, R.R. 2, Holstein.

SMALL FARM FOR SALE
On Lambton St., one mile east of town of Durham, 50 acres, well watered, containing sugar bush and mixed timber, hemlock and cedar. Good brick house and frame barn. Apply to Wm. Thompson, R.R. 4, Durham.

HOLSTEIN LEADER

LOCAL AND PERSONAL

Messrs Edward and Alfred Haas received notice of the death of their sister, Mrs Hart in Toronto Monday. Several of the family will attend the funeral on Thursday.
Mr and Mrs Melvin Reid of Hamilton spent the weekend with his mother Mrs Henry Reid.
Miss Ruby Kerr of Toronto spent the weekend with her parents Dr. Jordan and the Buller family.
Miss Jean Ellis of Toronto spent the weekend with her parents Dr. and Mrs W. P. Ellis.
Mr and Mrs Albert Sturrock and family of Peterborough are spending a few days with Mr and Mrs E. Smith.
The anniversary of Presbyterian church last Sunday was a splendid success. The feature of the program at the fowl supper on Monday was the fine talk by Rev. Mr. Gowdy of Durham, on his recent trip to Ireland.
Mr and Mrs John H. Sharp and daughter Miss Alma Sharp of Guelph, spent a day recently with Mr and Mrs Habermehl and Mr and Mrs Coleridge.
Miss Lavina Ruw of South Bend was a recent guest of Mr and Mrs Habermehl.
Mr and Mrs A. McMillan of Dundalk spent the first of the week with his parents Mr and Mrs C. McMillan at the home of Mr. and Mrs. Bert Eccles Sunday for the anniversary in the Presbyterian Church. She went home with Mr. and Mrs. D. Gillies, where she had been living, but died suddenly Sunday night. The funeral took place in Dromore cemetery, after service in Amos church, on Wednesday, October 23rd.

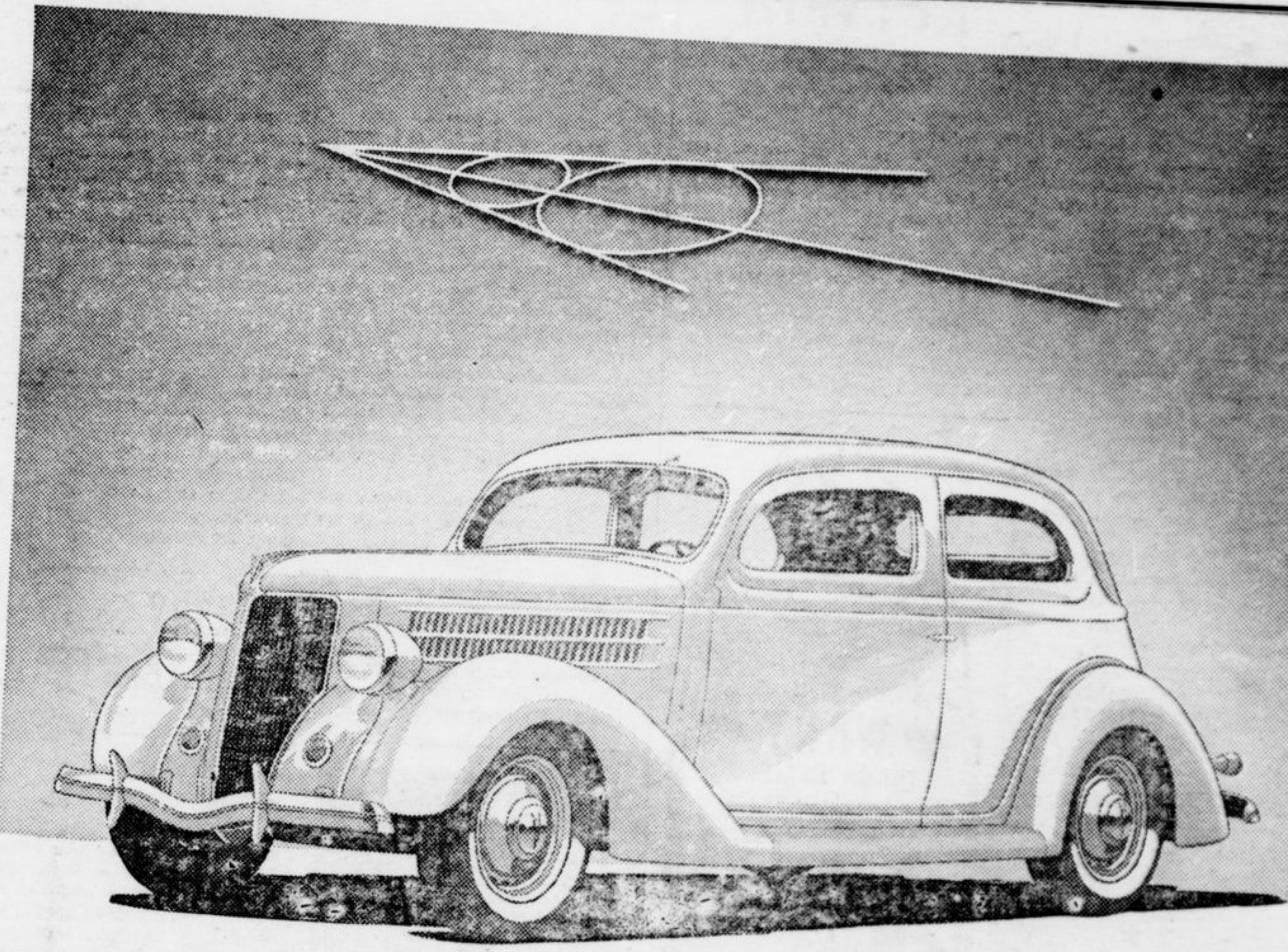
LIVE STOCK REPORT

By DUNN & LEVACK, Ltd., Toronto

The cattle market continued active and steady on Monday under a moderate run. Supplies from Western Canada eased off considerably and this helped the trade for the local Ontario cattle. A few of the best heavy steers held at from 6 to 6 1/2% with fair to good from 5 to 5 1/2%. In the butcher section there was a limited number of good to choice butcher cattle which sold readily at from 4 1/2 to 5 1/2%, fair to good ranged from 4 to 4 1/2%, common and medium 3 1/2 to 3 3/4, boners 3 to 3 1/2. Stockers and feeders held steady. Those of select quality selling from 4 to 5 cents, common and medium from 3 1/2 to 3 3/4. The cow trade was active and steady, choice fat cows selling from 3 1/2 to 3 3/4, fair to good from 2 1/2 to 3 1/4, common and medium 2 1/2 to 2 3/4, canners and cutters 1 1/2 to 2.15. Choice milch cows held active and strong at from \$50.00 to \$60.00, others at lower prices accordingly. The bull trade was easier, choice from 3 1/2 to 3 3/4, bolognas from 2 1/2 to 3.
With continued light supplies of lambs, salesmen were active in raising the price, best lambs selling today at 7 1/2 with bucks at from 6 to 6 1/2. The sheep trade was active and steady, choice light sheep from 3 to 3 1/2, fair to good from 2 1/2 to 3, common and medium 2 1/2 to 3, grass calves 4 1/2 cents.
Hog supplies have been exceptionally heavy at all centres with the result that prices commenced to ease off during the latter part of last week and continued to do so Monday, sales being made to day, Tuesday, on the basis of 8 1/4 f.o.b. and 8.65 for track deliveries. It is likely that prices will work lower if supplies continue heavy.

Thanks to the Electors of Grey-Bruce

My dear Friends:
In looking over the vote polled in Grey-Bruce on October 14, one notices first that the number of electors who voted was exceedingly large and that as it should be. It is evident, too, that our strength lay in the townships and industrial towns. To all electors who supported me I am grateful.
The campaign was long and tedious but even so the enthusiasm of the organization in each polling subdivision and in each municipality never abated. On election day volunteer workers manned the polls, drove cars and otherwise assisted in getting the vote out. All this I appreciate. Our Board of Directors carried a great share of the load and we were gratefully assisted by able speakers and musicians. Together we won a notable victory for democracy (the rule of the people, for and by the people). In this I rejoice.
It is now my task, which I will most earnestly seek to discharge, to represent the needs of the people and seek remedies for the problems of the great mass of Canadians—those who create the wealth and render the necessary services. In departmental matters I will serve all equally well but in matters of policy of necessity I can represent only those who think similarly.
Yours sincerely,
Agnes C. Macphail



THE NEW FORD V-8 FOR 1936

Why do we say The New Ford V-8 for 1936?
What is new about it?
Of course, the newest engine in the low-price car field is still the V-8 engine. Since Ford made it available to all car users (keeping it as economical as cars with fewer cylinders) the Ford V-8 has been the newest engine on the market, and remains the newest for 1936.
You may buy a car on minor "talking points"—some specially advertised feature "with the car thrown in"—but after all, it is the engine you buy when you buy a car. Hence we put the engine first.
Other new points about the car make a long list.
Its lines are much more beautiful. The hood is longer and sweeps forward over the distinctive new radiator grille, giving the car a length and grace that are instantly impressive. The fenders are larger, with a wide flare. Horns are concealed behind circular grilles beneath the headlamps. New steel wheels.
Ford upholstery—always of sterling quality and excellent taste—is rich and enduring. The appointments of the car have a new touch of refinement. There is no question about the increased beauty of the Ford V-8 for 1936.
In more practical matters, many improvements have been made—
Steering is made easier by a new steering gear ratio. The cooling system circulates 4 1/2 gallons of water through a new, larger radiator. Natural thermosiphon action is assisted by two centrifugal water pumps. New style hood louvers permit a rapid air-flow around the engine.
Easier, quieter shifting of Ford gears
—The gear shift lever now travels a shorter distance.
The two qualities you want in brakes—brakes that stop the car with ease and certainty. Ford Super-Safety Brakes of the long-tested, fool-proof, mechanical design.
Safety—as always—in the electrically welded genuine steel body. Safety Glass all around at no extra cost. Hundreds have written grateful letters because this glass has protected the safety of their families.
A car you can drive without strain all day, if you like, in city or country. Steady, holds the road, responds to the driver's touch like a well-trained horse. You don't have to "push" or "fight" the Ford V-8—driver and car easily get on terms of good understanding with each other.
An engine has much to do with the roominess of a car. Very much indeed. A long engine uses up car space. The compact V-8 engine permits much of the ordinary engine space to be used by passengers.
It really is a great car in every way. This 1936 Ford V-8—the finest, safest, most dependable Ford car ever built. Get complete details at your nearest Ford dealer.

LOW FORD V-8 PRICES

TEN BODY TYPES—Coupe (5 windows), \$665.
Tudor Sedan, \$675. Fordor Sedan, \$725.
DELUXE—Roadster (with rumble seat), \$725.
Coupe (3 windows), \$725. Coupe (5 windows), \$710. Phaeton, \$735. Cabriolet (with rumble seat), \$815. Tudor Touring Sedan (with built-in trunk), \$750. Fordor Touring Sedan (with built-in trunk), \$830.
F. O. B. Windsor, Ontario. Excludes taxes and license extra. All Ford V-8 body types have Safety Glass throughout at no additional cost. Conversions, mechanical items.

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