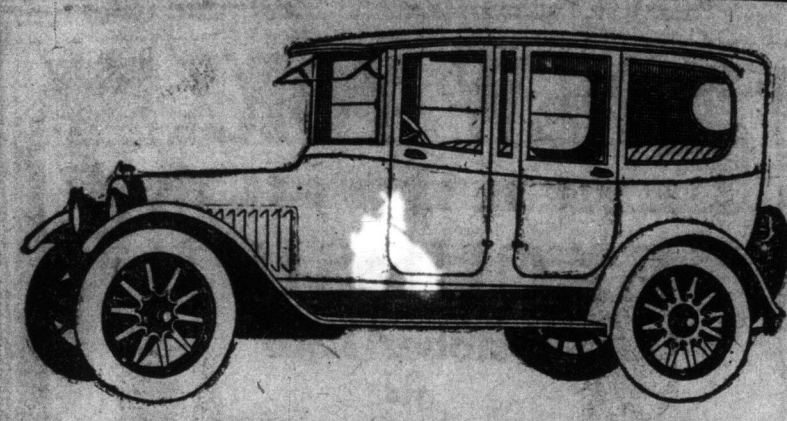


EVERY  
ONE!



The Chalmers 3400 r.p.m. 6-30 touring car with all-weather top attached. Limousine comfort for winter driving at the price of a touring car. This top is quickly detachable and is an exhibition at our showrooms.

Price—Touring Car . . . . . \$1,475.00

Price—All-weather Top . . . . . 350.00

Our Motto: "Fair and just service for all our customers."



The Ontario Motor Car Co., Ltd.

18 Bloor St. East, Toronto.  
301 Bank Street, Ottawa.

**TREASURER'S SALE OF LANDS IN ARREARS FOR TAXES**  
Township of Scarborough, in the County of York, Province of Ontario

To Wit:—  
By virtue of a warrant issued by the Reeve, and under the Seal of the Corporation of the Township of Scarborough, to me directed, bearing date of the 14th day of August, 1916, commanding me to levy upon and sell the lands mentioned in the following list for arrears of taxes and costs due thereon.  
I hereby give notice if such arrears of taxes and costs are not sooner paid I shall proceed to sell by public auction the said lands or as much thereof as may be necessary for the payment of the said taxes and costs at the Halfway Hotel, on the Kingston road, in the said Township of Scarborough, on Saturday, the 25th day of November, 1916, at the hour of 2 o'clock in the afternoon. (All the following lands are patented.)

PLAN NO. 1093, LOT 27, CON. C.

Parcel	Sublot	Quantity	Years	Taxes	Costs	Total
1	1	1/2	1913-14-15	2.75	1.85	4.60
2	2	1/2	1913-14-15	2.75	1.85	4.60
3	3	1/2	1913-14-15	2.75	1.85	4.60
4	4	1/2	1913-14-15	2.75	1.85	4.60
5	5	1/2	1913-14-15	2.75	1.85	4.60
6	6	1/2	1913-14-15	2.75	1.85	4.60
7	7	1/2	1913-14-15	2.75	1.85	4.60
8	8	1/2	1913-14-15	2.75	1.85	4.60
9	9	1/2	1913-14-15	2.75	1.85	4.60
10	10	1/2	1913-14-15	2.75	1.85	4.60
11	11	1/2	1913-14-15	2.75	1.85	4.60
12	12	1/2	1913-14-15	2.75	1.85	4.60
13	13	1/2	1913-14-15	2.75	1.85	4.60
14	14	1/2	1913-14-15	2.75	1.85	4.60
15	15	1/2	1913-14-15	2.75	1.85	4.60
16	16	1/2	1913-14-15	2.75	1.85	4.60
17	17	1/2	1913-14-15	2.75	1.85	4.60
18	18	1/2	1913-14-15	2.75	1.85	4.60
19	19	1/2	1913-14-15	2.75	1.85	4.60
20	20	1/2	1913-14-15	2.75	1.85	4.60
21	21	1/2	1913-14-15	2.75	1.85	4.60
22	22	1/2	1913-14-15	2.75	1.85	4.60
23	23	1/2	1913-14-15	2.75	1.85	4.60
24	24	1/2	1913-14-15	2.75	1.85	4.60
25	25	1/2	1913-14-15	2.75	1.85	4.60
26	26	1/2	1913-14-15	2.75	1.85	4.60
27	27	1/2	1913-14-15	2.75	1.85	4.60
28	28	1/2	1913-14-15	2.75	1.85	4.60
29	29	1/2	1913-14-15	2.75	1.85	4.60
30	30	1/2	1913-14-15	2.75	1.85	4.60
31	31	1/2	1913-14-15	2.75	1.85	4.60
32	32	1/2	1913-14-15	2.75	1.85	4.60
33	33	1/2	1913-14-15	2.75	1.85	4.60
34	34	1/2	1913-14-15	2.75	1.85	4.60
35	35	1/2	1913-14-15	2.75	1.85	4.60
36	36	1/2	1913-14-15	2.75	1.85	4.60
37	37	1/2	1913-14-15	2.75	1.85	4.60
38	38	1/2	1913-14-15	2.75	1.85	4.60
39	39	1/2	1913-14-15	2.75	1.85	4.60
40	40	1/2	1913-14-15	2.75	1.85	4.60
41	41	1/2	1913-14-15	2.75	1.85	4.60
42	42	1/2	1913-14-15	2.75	1.85	4.60
43	43	1/2	1913-14-15	2.75	1.85	4.60
44	44	1/2	1913-14-15	2.75	1.85	4.60
45	45	1/2	1913-14-15	2.75	1.85	4.60
46	46	1/2	1913-14-15	2.75	1.85	4.60
47	47	1/2	1913-14-15	2.75	1.85	4.60
48	48	1/2	1913-14-15	2.75	1.85	4.60
49	49	1/2	1913-14-15	2.75	1.85	4.60
50	50	1/2	1913-14-15	2.75	1.85	4.60
51	51	1/2	1913-14-15	2.75	1.85	4.60
52	52	1/2	1913-14-15	2.75	1.85	4.60
53	53	1/2	1913-14-15	2.75	1.85	4.60
54	54	1/2	1913-14-15	2.75	1.85	4.60
55	55	1/2	1913-14-15	2.75	1.85	4.60
56	56	1/2	1913-14-15	2.75	1.85	4.60
57	57	1/2	1913-14-15	2.75	1.85	4.60
58	58	1/2	1913-14-15	2.75	1.85	4.60
59	59	1/2	1913-14-15	2.75	1.85	4.60
60	60	1/2	1913-14-15	2.75	1.85	4.60
61	61	1/2	1913-14-15	2.75	1.85	4.60
62	62	1/2	1913-14-15	2.75	1.85	4.60
63	63	1/2	1913-14-15	2.75	1.85	4.60
64	64	1/2	1913-14-15	2.75	1.85	4.60
65	65	1/2	1913-14-15	2.75	1.85	4.60
66	66	1/2	1913-14-15	2.75	1.85	4.60
67	67	1/2	1913-14-15	2.75	1.85	4.60
68	68	1/2	1913-14-15	2.75	1.85	4.60
69	69	1/2	1913-14-15	2.75	1.85	4.60
70	70	1/2	1913-14-15	2.75	1.85	4.60
71	71	1/2	1913-14-15	2.75	1.85	4.60
72	72	1/2	1913-14-15	2.75	1.85	4.60
73	73	1/2	1913-14-15	2.75	1.85	4.60
74	74	1/2	1913-14-15	2.75	1.85	4.60
75	75	1/2	1913-14-15	2.75	1.85	4.60
76	76	1/2	1913-14-15	2.75	1.85	4.60
77	77	1/2	1913-14-15	2.75	1.85	4.60
78	78	1/2	1913-14-15	2.75	1.85	4.60
79	79	1/2	1913-14-15	2.75	1.85	4.60
80	80	1/2	1913-14-15	2.75	1.85	4.60
81	81	1/2	1913-14-15	2.75	1.85	4.60
82	82	1/2	1913-14-15	2.75	1.85	4.60
83	83	1/2	1913-14-15	2.75	1.85	4.60
84	84	1/2	1913-14-15	2.75	1.85	4.60
85	85	1/2	1913-14-15	2.75	1.85	4.60
86	86	1/2	1913-14-15	2.75	1.85	4.60
87	87	1/2	1913-14-15	2.75	1.85	4.60
88	88	1/2	1913-14-15	2.75	1.85	4.60
89	89	1/2	1913-14-15	2.75	1.85	4.60
90	90	1/2	1913-14-15	2.75	1.85	4.60
91	91	1/2	1913-14-15	2.75	1.85	4.60
92	92	1/2	1913-14-15	2.75	1.85	4.60
93	93	1/2	1913-14-15	2.75	1.85	4.60
94	94	1/2	1913-14-15	2.75	1.85	4.60
95	95	1/2	1913-14-15	2.75	1.85	4.60
96	96	1/2	1913-14-15	2.75	1.85	4.60
97	97	1/2	1913-14-15	2.75	1.85	4.60
98	98	1/2	1913-14-15	2.75	1.85	4.60
99	99	1/2	1913-14-15	2.75	1.85	4.60
100	100	1/2	1913-14-15	2.75	1.85	4.60

11	18	B	All	1913-15	28.17	2.30	30.47
PLAN NO. 849, LOT 35, CON. B.							
23	62	—	All	1913-14-15	2.27	1.85	4.12