

**LYRIC Theatre, Simcoe**  
 Friday and Saturday  
 Jesse L. Lasky Presents  
**WALLACE REID IN**  
**"BIG TIMBER"**  
 In 5 acts with others to fill  
 our usual programme of  
 high class pictures and music

**Simcoe Business College**

**A School of Business Efficiency**

Typewriting,  
 Civil Service,  
 Preparatory,  
 Bookkeeping,  
 Shorthand,  
 Secretarial,  
 Education,  
 Employment.

Fall Term Opens on  
 Sept. 4th, 1917.

Write for Terms  
**J. H. BOWDEN, Principal.**

**Cook's Cotton Root Compound**  
 A safe, reliable, regulating  
 medicine. Sold in three de-  
 grees of strength—No. 1, 2,  
 3. No. 2, 50¢; No. 3, 75¢ per bot-  
 tle. Prepared on receipt of price.  
 Free pamphlet. Address:  
**THE COOK MEDICINE CO.,**  
 TORONTO, ONT. (Formerly Wickes).

**Business Efficiency**

Just as the success of  
 your business de-  
 pends on the efficien-  
 cy of each member of  
 your staff so does the  
 success of your staff  
 depend on the effi-  
 ciency of your adver-  
 tising.

"THE COURIER"  
 WILL BE PLEAS-  
 ED TO TALK  
 BUSINESS WITH  
 YOU ANY TIME.

**THOUSANDS OF MEN REQUIRED**  
 on Lake Ontario Shore Line, and  
**FOR HARVESTING IN WESTERN**  
**CANADA.**

Thousands of men are required to  
 help in the great work of harvesting  
 the Western crop. Arrangements for  
 transporting to the West this great  
 army of workers have been completed  
 by the Canadian Pacific Railway.

Excursions from points in Ontario  
 to Manitoba, Saskatchewan and Al-  
 berta will be run, and special trains  
 operated, making the trip in about  
 thirty-six hours, without change or  
 transfer.

Going trip West, \$12.00 to Winni-  
 peg.  
 Returning trip East, \$18.00 from  
 Winnipeg.

Consult C.P.R. Agents regarding  
 transportation west of Winnipeg.  
**Going Dates**  
 stations in Ontario, west of Smith's  
 August 21st and August 30th—A-1  
 Falls, up to and including Toronto,  
 Havelock-Peterborough line, also  
 from stations between Kingston and  
 Newfrew Junction, inclusive, and  
 from stations on Toronto-Sudbury  
 direct line. From stations on St. Mar-  
 Ste. Marie branch. From stations on  
 main line, Beauport to Franz, in-  
 clusive. From stations, Bethany  
 Junction to Port McNicoll and Burket-  
 town-Bobcaygeon.

August 23rd and August 30th—  
 From stations west and south of  
 Toronto, up to and including Hamil-  
 ton and Windsor, Ont., on Owen  
 Sound, Walkerton, Teeswater, Wingham,  
 Elora, Listowel, Goderich St.  
 Mary's, Port Burwell, and St. Thom-  
 as branches and stations Toronto and  
 north to Bolton, inclusive.

Further particulars from any C.P.R.  
 Ticket Agents, or W. B. Howard,  
 District Passenger Agent, Toronto.

**NEWS OF NORFOLK COAL GAS USED TO RUN MOTORS IN OLD ENGLAND**

Wagash Express in a Bad  
 Smash-up at Nixon Yes-  
 terday Afternoon  
**LARGE NUMBER HURT**

Freight Backing Into Main  
 Line Threw Off Three  
 Cars

Write Simcoe Agency Box 311  
 or phone 356-3 all matters re-  
 garding delivery or subscrip-  
 tions; News items or adver-  
 tisements.

Simcoe, Aug. 23.—At 4 o'clock  
 yesterday afternoon on No. 2 Wa-  
 bash, eastbound, was passing through  
 Nixon at the rate of 25 to 35 miles  
 an hour, the engine of the wag-  
 ash freight backed down on the inclined  
 siding leading up over the coal  
 chutes, dragging with it four empty  
 coal cars, and ran onto the main line  
 before the passenger train cleared.  
 Two sleepers and the diner were badly  
 wrecked and thrown from the  
 track. One of them was dragged  
 three or four car lengths, further  
 smashing both east and westbound  
 tracks. The kitchen of the diner was  
 stove in, and two colored members of  
 the crew were seriously injured. A  
 score of others received minor  
 wounds. Drs. Bowby and Richardson  
 of Simcoe responded to the call, and  
 rendered first aid as the undamaged  
 coaches proceeded to Simcoe.  
 The engineer and fireman of the  
 way freight engine jumped to safety.  
 Their engine was stripped down one  
 side, and half of the cab was torn  
 off by the impact against the steel  
 coaches.

**OBJECT TO TEST.**  
 Windsor, Ont., Aug. 23.—Rev.  
 Father Laurendeau, formerly of Ste-  
 Therese, Que., was barred from the  
 Presbytery and refused possession of  
 the church as successor to Rev. Fath-  
 er Beaudin, whose funeral took place  
 in Assumption, Que. The  
 parishioners claim he is not accept-  
 able to them, as they claim he sided  
 with Bishop Fallon in the suspension  
 of several French priests a few years  
 ago and is opposed to teaching  
 French in the schools here. His suit-  
 case and clothing were pitched out  
 of the Presbytery when he returned  
 from the mass for Father Beaudin.  
 A guard has been placed on duty  
 for the night to see that he does not  
 enter, and the parishioners say the  
 guard will remain indefinitely until  
 Bishop Fallon yields and appoints a  
 pastor to suit them.

**TEDDY SPEAKS OUT**  
 By Courier Leased Wire.  
 New York, Aug. 23.—Members of  
 the Belgian war mission were enter-  
 tained by Colonel Theodore Roosevelt  
 at his home at Oyster Bay yester-  
 day. In a short address to the  
 greatest menace to civilization to-  
 day was the talk of a non-conclusive  
 peace.  
 Mrs. Clark Misener, and Mrs.  
 Smith, 409 Colborne street, are  
 spending a few weeks in London.



**If You Hold A 4th Class Engineer Certificate**  
 as issued by the Depart-  
 ment of Marine or its  
 English equivalent and are  
 a British Subject you are  
 probably eligible for one  
 of the vacancies as Engine  
 Room Artificer in the  
 newly commissioned ships  
 of the

**Canadian Naval Patrol**

It is an effective way to  
 place your qualifications at  
 the service of your country  
 during the War, while the  
 pay is good, from \$185 TO  
 \$250 PER DAY with free  
 food, lodgings and kit,  
 together with \$25.00 month-  
 ly dependents.

There are vacancies also for  
 Stokers at \$120 PER DAY plus  
 similar allowances, also for some  
 seamen and other ratings.

Apply to:  
**Commodore /Emilius Jarvis**  
 Naval Recruiting Officer  
 Ontario Area  
 103 Bay Street, Toronto  
 or to the Department of the  
 Naval Service, Ottawa.

**STRATEGIC POSITIONS ARE TAKEN**

Objectives Won By Haig's  
 Forces At Two Points On  
 Ypres Sector

London (By Mail)—English mo-  
 torists are on the verge of solving  
 the problem of finding a substitute  
 for gasoline for lighting gas, the  
 ordinary kind that is supplied in  
 hundreds of cities and towns  
 throughout the country, has been  
 found to be more economical and  
 just as efficient as gasoline. The  
 only trouble is in finding a contain-  
 er for the gas, and even that obstacle  
 will soon be overcome.

There are a great number of com-  
 mercial plants being operated by gas  
 in England to-day. They are  
 equipped with storage gas bags  
 with rubber insertion which con-  
 tain water and gas tight. The bags  
 will hold 450 cubic feet of gas, and  
 the cars. By practical tests it has  
 been found that 250 cubic feet of  
 gas will run a motor as far as one  
 gallon of gasoline.  
 A number of years ago coal gas was  
 successfully used by motor factories  
 in bench tests. They found it cheap  
 than gasoline. It was not  
 believed since, that gas would be-  
 come the popular fuel for motor cars.  
 But in the last half year British mo-  
 tor drivers have been forced to a-  
 scrape along with a tiny quantity of  
 gasoline rationed out to them by  
 the Committee for Petrol Control.  
 The experiments for running on gas  
 began last year, and to-day users of  
 the new fuel say without hesitation  
 that it is just as good and cheaper  
 than gasoline.

Conclusive proofs have been found  
 that gas can be used to run a mo-  
 tor car safely and without alter-  
 ing the car in any way. The fit-  
 ting of gas feed pipe affects the  
 operation of the motor, but if the  
 tank, if desirable, a motor can be  
 run alternately on gasoline and coal  
 gas without any change in the me-  
 chanical parts. The gas is conveyed  
 to a point just above the engine  
 throttle, and an ordinary cock close  
 to the engine supplies the control,  
 opening and closing according to the  
 speed of the engine.

The only troublesome part of ad-  
 apting coal gas to a motor is the  
 inconvenience of carrying gas con-  
 tainers, which are at present heavy  
 and bulky. Heavy containers, those  
 used for compressed coal gas, are  
 of the question, as it would require  
 gas cylinders weighing 1,600 pounds  
 to carry the equivalent of three gal-  
 lons of gasoline. While the inven-  
 tors are getting busy on methods of  
 building containers, the motorists are  
 using the canvas bag, with the rubber  
 lining. This may be recharged from  
 any supply—a jet in the house  
 is sufficient—and it carries enou-  
 gh to run thirty or forty miles. When  
 full the bag is actually lighter than  
 air and its shape gives an immedi-  
 ate indication of the remaining sup-  
 ply. From a financial point of view the  
 use of coal gas is a real advantage to  
 the motorist. One car which is run  
 between London and Edinburgh, a  
 distance of about seventy-five miles,  
 requires 4,000 cubic feet of coal gas  
 for the round trip, and this amount costs  
 eighteen shillings (approximately  
 \$3.75). Gasoline for the same trip  
 would cost two pounds, or about ten  
 dollars. At this ratio coal gas at  
 3s 3d a thousand feet is equivalent to  
 gasoline at 10d a gallon (twenty  
 cents). Even this ratio is based on  
 the highest price for coal gas. In  
 many places in England the cost  
 would be materially reduced owing to  
 the lower rate for gas. The same  
 business houses that have several  
 motor trucks in operation have  
 watched with dismay their dwindling  
 allowance of gasoline. The control  
 committee is obliged and anxious  
 to see that the supply is sufficient to  
 out a single gallon over the allow-  
 ance made. Such business houses  
 have reduced their mileage to com-  
 ply with the amount of gasoline, but  
 there is no necessity for the reduc-  
 tion. They could easily buy a gas  
 bag, strap it to the top of the car  
 and operate just as they did in pre-  
 war days and at the same time not  
 feel that they were unpatriotic.

**Conserves Supply**  
 There has been a great deal of  
 criticism of motor users who at-  
 tempted to circumvent the control  
 committee. The object of this com-  
 mittee is not to stop the use of mo-  
 tors altogether, but to conserve the  
 supply so the machines used in the  
 prosecution of the war may not be  
 delayed. Far from being unpatriotic  
 to use coal gas, the progress of the  
 war will actually be aided, because  
 for each thousand feet of gas used  
 there is a proportionate amount of  
 benzol, toluol and other substances  
 produced that go to the factories  
 where high explosive are made.  
 When the success attained by  
 users of coal gas in motors becomes  
 widely known it is probable manu-  
 facturers will be pressed to manu-  
 facture gas bags for private cars. One  
 concern, known widely for the auto-  
 mobile tires it produces, is already  
 working on gas bags which can be  
 adapted to small cars. A number of  
 gas plants have placed taps outside  
 their offices for the convenience of  
 commercial cars, and the day is not  
 far distant when private cars will be  
 using the taps quite as frequently as  
 the heavy trucks.

When the conditions become nor-  
 mal after the war, the contest be-  
 tween gasoline and coal gas will be  
 in earnest. Whether the conven-  
 ience of liquid fuel will swing the  
 trade to gasoline depends upon its  
 price. It is doubtful whether gaso-  
 line will ever be as low as 10d a  
 gallon, and the convenience of liquid  
 fuel would hardly stand a chance  
 against the light, inexpensive coal  
 gas.

**FRENCH LOSSES**  
 Paris, Aug. 23.—In the week end  
 of August 19 five French steamships  
 of 1,600 tons or more were sunk by  
 mines or submarines, according to  
 the weekly official report. Four ves-  
 sels under 1,600 tons were sunk. No  
 fishing ships were destroyed. Three  
 attacks by submarines failed.

**Catarrah Cannot be Cured**  
 with LOCAL APPLICATIONS, as they  
 do not reach the diseased mem-  
 brane, which is a blood or constitu-  
 tional disease. It is cured by  
 the use of the WOOD'S CATARRH  
 CURE. It is a blood and con-  
 stitutional medicine. It is pre-  
 scribed by one of the best phis-  
 cians in the country for years and is a  
 reliable remedy. It is composed of  
 the best tonic known, combined with  
 the best medicine, acting directly on  
 the blood. The perfect combina-  
 tion of the two ingredients is what  
 produces such wonderful results in curing  
 catarrh. Send for testimonials, free.  
 Take WOOD'S CATARRH CURE for consti-  
 pation. Sold by Druggists price 75c.

London, Aug. 23.—The British  
 troops, attacking heroically again to-  
 day, have captured important strat-  
 egic positions for a mile along the  
 Ypres-Menin road to a depth of near-  
 ly a third of a mile, and further to  
 the north the front has advanced  
 about a half a mile over an extent  
 of two and a half miles.

The fighting, according to the of-  
 ficial report from British headquar-  
 ters tonight, was of the most de-  
 sperate nature, the prisoners taken  
 bearing a small ratio to the losses  
 inflicted on the Germans.  
 "The small operations of the night  
 were of a desperate nature, the pris-  
 oners taken bearing a small ratio to the  
 losses inflicted on the Germans.  
 "Successful operations were under-  
 taken by our troops this morning to  
 the east and north-east of Ypres for  
 the capture of a series of strong  
 points and fortified farms lying a few  
 hundred yards in front of our posi-  
 tions astride the Ypres-Menin road  
 between the Ypres-Roulers rail-  
 way and Langemarck.  
 "Bitter fighting has taken place at  
 all points. The enemy again launched  
 desperate counter-attacks, which suf-  
 fered heavy losses from our artillery  
 and machine-gun fire.  
 "The struggle was particularly  
 fierce in the neighborhood of the  
 Ypres-Menin road, where the en-  
 emy fought desperately to retain  
 command of the high ground. Here  
 our line has been advanced to a depth  
 of about 500 yards on a front of  
 about a mile.  
 "A position giving important ob-  
 servation to the eastward was cap-  
 tured by us, and our troops estab-  
 lished themselves in the western portion  
 of Inverness copse. Further north  
 our line has been carried forward on a  
 front of two and a half miles to a  
 greatest depth of over half a mile.  
 "The garrisons of the captured  
 farms and strong points resisted with  
 the greatest stubbornness. In many  
 cases isolated positions were occu-  
 pied after fighting lasting through-  
 out the greater part of the day.  
 "The small operations of the night  
 over 250 prisoners, but by reason of  
 the obstinate nature of the fighting  
 the prisoners taken bear more than  
 a proportion to the losses inflicted on  
 the enemy.  
 "Exceptionally Bitter."  
 By R. T. Small.  
 (Staff Correspondent of the Associat-

**British Front in France and Bel-  
 gium, Aug. 23.**—Once more the  
 British attack against the German  
 positions on the Langemarck-Fresnes  
 sector, north-east of Ypres, has re-  
 sulted in an exceptionally bitter  
 struggle. Since dawn, when the ac-  
 tion began, it has fluctuated hotly  
 and forth within the enemy territory  
 with not less intensity than was wit-  
 nessed in last Thursday's sanguinary  
 conflict, which took place over much  
 of the same ground in the southern  
 section of this battlefield.  
 "Official reports the British had  
 forced their way to a considerable  
 depth into the enemy defences and  
 had been fighting in the neighbor-  
 hood of the ridge known as Hill 35,  
 where the British troops made off a  
 valiant stand against Crown Prince  
 Rupprecht's Bavarians on Thursday,  
 only to retire in the face of counter-  
 attacks from an overwhelming num-  
 ber of troops.

Further down, the British troops  
 to the north-east of Ypres began a  
 distinct local operation which has  
 resulted in a considerable advance,  
 the Langemarck-Fresnes sector, which  
 has seen so much hard fighting re-  
 cently. Here also the Germans were  
 making a valiant stand against Crown  
 Prince Rupprecht's Bavarians on Thursday,  
 only to retire in the face of counter-  
 attacks from an overwhelming num-  
 ber of troops.

**Progress at Many Points.**  
 The British were under no delu-  
 sions as to the strength of the Ger-  
 man positions to the north-east of  
 Ypres when they began their attack  
 at dawn. The whole sector is a net-  
 work of machine guns, redoubts and  
 shell-holes, behind which are  
 elevations covered with rapid-firers  
 which can sweep the whole country  
 before them with a deadly hail of  
 bullets. The British have forged  
 ahead at many points and have re-  
 duced numbers of strong German re-  
 doubts. A considerable number of  
 prisoners have been sent to the  
 rear. But the nature of the struggle  
 makes it impossible to visualize it  
 with definite statements at this time.  
 The Germans have large concentra-  
 tions of troops in this section and all-  
 day they have been delivering heavy  
 counter-attacks against the British.

**Through Sleepers—Hamilton to New**  
 York, Boston; also New York, Bos-  
 ton to Hamilton.  
**H. C. THOMAS, Agent, Phone 110.**  
**G. C. MARTIN, G. P. A., Hamilton**

**Hurry-Out Sale Still Continues** | **J. M. YOUNG & CO.** | **Hurry-Out Sale Still Continues**  
 Quality First

**First Showing of New Fall Coats and Dress Goods**



Right now comes the call for a smart coat for outing and vacation wear. There are chilly August evenings when a comfortable coat is much needed.

But you want a coat that will look well and be in correct style far into the winter months. You want a coat that will retain its correct lines and freshness as long as it is worn. Here are coats that you will find superb right now for automobile wear or for service at the summer resorts or seashore, later you'll find them ideal as a protection against the cold of the fall and winter. The selection of cloth includes ranges of Banocleum, Velours and many other weaves in the charming autumn colors. We offer exceptionally good working coats at—

**\$35.00 to \$18.50**

**First Glimpse of New Fall Dress Goods**

The New Fall Dress Goods are here, they consist of serges, broadcloths, velours, Gabardines, worsteds, wool, poplins, etc., in all the latest autumn and winter colors. The dyes being the very best and in many cases they are the old dyes, 75c prices range from \$4.50 to ..... 75c

**Special Values in Black Silks for Dresses and Suits**

Black Duchess Satin, 36 in wide, beautiful rich finish, old dyes and worth today \$2.75, our special price, ..... \$2.00 on sale at .....

Young's Royal Paillette Silk, noted for wear and durability, 36 in, ..... \$2.00 wide, special at .....

Chiffon Taffeta Silk, 39 in wide, Bonnett make, regular \$2.50, while it lasts, special .....

**HURRY-OUT SALE STILL CONTINUES**  
**J. M. YOUNG & CO.**

**CANADIAN PACIFIC VISITORS**  
 TO THE  
 World's Greatest  
 Annual Exhibition  
 TORONTO  
 (Aug. 25 to Sept. 10th)  
 WILL FIND THE  
**CANADIAN PACIFIC**  
 THE CONVENIENT ROUTE  
 FROM ALL POINTS IN CANADA  
 EXTRA TRAIN SERVICE  
 To and from Parkdale Station and  
 Exhibition Grounds  
 From Principal Points on Cor-  
 porate Lines  
 Particulars from any Canadian Pa-  
 cific Ticket Agent, or write  
 W. B. HOWARD,  
 District Passenger Agent, Toronto.

**36,000 Harvesters Wanted**  
**\$12.00 TO WINNIPEG** Plus Half a Cent per mile beyond to any station East of Calgary, Edmonton or Burbank, Alta.  
 Return Fare Half a Cent per Mile to Winnipeg (all November 30th, 1917, Plus \$18.00 to Original Starting Point)  
**Special Through Train Will Leave Toronto Union Station AUGUST 30th at 10 p.m.**  
 THE BEST OF EQUIPMENT AND LUNCH COUNTER CARS  
 SPECIAL TRAIN SERVICE  
 For Tickets and for Leaflet showing number of laborers required at each point apply  
**JOHN S. DOWLING AND SON, C.N.R. Agents, Brantford**  
 or write General Passenger Dept. C.N.R. Toronto, Ont.

**Many Thousand Farm Laborers Wanted for Harvesting in Western Canada**  
 "Going Trip West"—\$12.00 to WINNIPEG "Return Trip East"—\$18.00 from WINNIPEG  
**GOING DATES**  
 August 21st and August 30th  
 August 23rd and August 30th  
 All stations in Ontario west of Smith's Falls up to and including Toronto on Lake Ontario Shore Line and Havelock-Peterborough Line; also from stations between Kingston and Newfrew Junction, inclusive, and from stations on Toronto-Sudbury direct line. From stations on St. Marie branch. From stations on Main Line, Beauport to Franz, inclusive. From stations between Bethany Junction to Port McNicoll and Burketown-Bobcaygeon.  
 From stations West and South of Toronto up to and including Hamilton and Windsor, Ont., on Owen Sound, Walkerton, Teeswater, Wingham, Elora, Listowel, Goderich, St. Mary's, Port Burwell, and St. Thomas branches, and stations Toronto and North to Bolton, inclusive.  
**SPECIAL THROUGH TRAINS**  
 Further particulars from Canadian Pacific Ticket Agents, W. B. HOWARD, District Passenger Agent, Toronto.

**CONDENSED TABLE**

Grand Trunk R. Eastern Standard

2:01 a.m.	For Hamilton, Niagara Falls and New York
6:55 a.m.	For Dundas, Niagara Falls and Buffalo
9:57 a.m.	For Toronto and intermediate stations
9:59 a.m.	For Hamilton, St. Catharines, Niagara Falls
10:29 a.m.	For Hamilton, Niagara Falls and East
1:53 p.m.	For Hamilton, Niagara Falls and East
6:00 p.m.	For Hamilton, Niagara Falls and East
8:57 p.m.	For Hamilton, East

MAIN LINE WEST

3:46 a.m.	For Detroit, Chicago
10:02 a.m.	For London, Huron and Chicago
9:29 a.m.	For London, Huron and Chicago
3:52 p.m.	For London, Huron and Chicago
6:52 p.m.	For London, Huron and Chicago
7:52 p.m.	For London, Huron and Chicago
4:05 p.m.	For London, Huron and Chicago

BUFFALO AND GODERICH

Leave Brantford 6:00 p.m.	and intermediate stations
Leave Brantford 6:00 p.m.	and intermediate stations
Leave Brantford 6:00 p.m.	and intermediate stations
Leave Brantford 6:00 p.m.	and intermediate stations
Leave Brantford 6:00 p.m.	and intermediate stations

GALT, GUELPH AND PALMERSTON

Leave Brantford 6:35 a.m.	Guelph, Palmerston and all intermediate stations
Leave Brantford 8:55 a.m.	Guelph, Palmerston and all intermediate stations
Leave Brantford 3:55 p.m.	Guelph, Palmerston and all intermediate stations

BRANTFORD TILSONS

Leave Brantford 10:35 a.m.	and intermediate stations
Leave Brantford 5:15 p.m.	and intermediate stations
Leave Brantford 5:00 p.m.	and intermediate stations

G. T. R. ARRIVALS

From West—Arrive Brantford 4:35 a.m.; 6:47 a.m.; 9:30 a.m.; 1:27 p.m.; 3:50 p.m.; 6:00 p.m.; 9:05 a.m.; 10:02 a.m.; 3:52 p.m.
From West—Arrive Brantford 5:42 p.m.
From East—Arrive Brantford 8:05 p.m.
From North—Arrive Brantford 12:40 p.m.; 4:50 p.m.

T. H. & B. Railway

EFFECTIVE JANUARY

7:36 a.m. except Sunday	and intermediate stations
2:47 p.m.	For Hamilton, Niagara Falls, Buffalo and all intermediate stations, Toronto, Peterborough and Buffalo.

Westbound

9:47 a.m. except Sunday	and intermediate stations
1:40 p.m.	For Hamilton, Niagara Falls, Buffalo and all intermediate stations, Toronto, Peterborough and Buffalo.

Brantford Municipal

For Paris—Five minutes

Brantford and Electric Rail

Leave Brantford—6:25 a.m.	and intermediate stations
9:00 a.m.	and intermediate stations
1:00 p.m.	and intermediate stations
2:00 p.m.	and intermediate stations
4:00 p.m.	and intermediate stations
6:00 p.m.	and intermediate stations
10:00 p.m.	and intermediate stations
1:50 p.m.	and intermediate stations
4:40 p.m.	and intermediate stations
7:40 p.m.	and intermediate stations
9:40 p.m.	and intermediate stations

L. E. & N. RA

Effective July 1, 1917

SOUTH BOUND

From Brantford—6:25 a.m.	and intermediate stations
9:00 a.m.	and intermediate stations
1:00 p.m.	and intermediate stations
2:00 p.m.	and intermediate stations
4:00 p.m.	and intermediate stations
6:00 p.m.	and intermediate stations
10:00 p.m.	and intermediate stations
1:50 p.m.	and intermediate stations
4:40 p.m.	and intermediate stations
7:40 p.m.	and intermediate stations
9:40 p.m.	and intermediate stations

From Brantford—6:25 a.m. and intermediate stations

From Brantford—9:00 a.m. and intermediate stations

From Brantford—1:00 p.m. and intermediate stations

From Brantford—2:00 p.m. and intermediate stations

From Brantford—4:00 p.m. and intermediate stations

From Brantford—6:00 p.m. and intermediate stations

From Brantford—10:00 p.m. and intermediate stations

From Brantford—1:50 p.m. and intermediate stations

From Brantford—4:40 p.m. and intermediate stations

From Brantford—7:40 p.m. and intermediate stations

From Brantford—9:40 p.m. and intermediate stations

From Brantford—6:25 a.m. and intermediate stations

From Brantford—9:00 a.m. and intermediate stations

From Brantford—1:00 p.m. and intermediate stations

From Brantford—2:00 p.m. and intermediate stations

From Brantford—4:00 p.m. and intermediate stations

From Brantford—6:00 p.m. and intermediate stations

From Brantford—10:00 p.m. and intermediate stations

From Brantford—1:50 p.m. and intermediate stations

From Brantford—4:40 p.m. and intermediate stations

From Brantford—7:40 p.m. and intermediate stations

From Brantford—9:40 p.m. and intermediate stations

From Brantford—6:25 a.m. and intermediate stations

From Brantford—9:00 a.m. and intermediate stations

From Brantford—1:00 p.m. and intermediate stations

From Brantford—2:00 p.m. and intermediate stations

From Brantford—4:00 p.m. and intermediate stations

From Brantford—6:00 p.m. and intermediate stations

From Brantford—10:00 p.m. and intermediate stations

From Brantford—1:50 p.m. and intermediate stations

From Brantford—4:40 p.m. and intermediate stations

From Brantford—7:40 p.m. and intermediate stations

From Brantford—9:40 p.m. and intermediate stations

**Notice to Creditors**  
 Notice is hereby given persons having claims estate of Nancy March City of Brantford, in the Brant, widow, deceased, the Twenty-fifth day of 1917, are to send, duly post prepaid registered the undersigned Administrator of her estate, particulars of their claim on or before the 1st of September next.  
 And further that not such date all the assets will be distributed and amount entitled thereto.  
 Dated at Brantford of August, 1917.  
 M. P. Adair  
 136 Dalhousie St.