

THE DURHAM CHRONICLE

IS PUBLISHED EVERY THURSDAY MORNING AT THE CHRONICLE PRINTING HOUSE, 234-236 BAY STREET, DURHAM, ONT.

SUBSCRIPTION RATES: The Chronicle will be sent to any address, free of postage, for \$4.00 per year, payable in advance...

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Drs. Jamieson & Macdonald.

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JOHN CLARK, LICENSED AUCTIONEER for the County of Grey. Sales promptly attended to. Call at my residence or write to Allan Park P. O. Orders may be left at the Chronicle Office. Nov. 4, '03.

Exchange Echoes.

Mr. John S. Drysdale, of Durham, who is spending a time in town, sang a number of selections at the revival service in the Methodist church on Tuesday evening. Mr. Drysdale, it will be remembered, was one of the drawing cards at the Scotch concert held in the Presbyterian church here on St. Andrew's night.—Hanover Post.

Lack of storage room compelled Manager Anthes to close the table factory for a week on Saturday. Half a dozen cars are standing on the railway siding of the company ready to go out, and every inch of storage room in the factory is occupied, and nothing more can be done till the railway moves out the freight and brings in empty cars.—Warton Canadian.

At a special meeting of the Public School Board on Friday evening there were present Chairman Allen and Messrs. Philip, Lamont, Morrison, Brown and Ernst. Applications were read for the position of music teacher in the Central school and on motion of Messrs. Brown and Ernst, that of Miss Gertrude King at a salary of \$50 per annum was accepted. Miss King has entered on her duties.—Mr. Forest Rep.

That honesty is the best policy was exemplified to one person in a costly manner on Wednesday of this week. A farmer named John Cairncross, an Amabel resident, bargained with Saul Putman for a cord of maple cordwood at \$5. He delivered a nice half cord and collected his money. Saul gave the case to Chief Grazer, who measured the wood, and then laid a complaint against the man from Amabel. Yesterday Mr. Cairncross came to town through the storm and refunded to J. M. McNab, J. P. \$2 50 on the wood deal and paid into court \$7.62 for his experience. It served him right.—Southampton Beacon.

County Commissioner McLean, and his brother Dan and Mr. John Collinson, all of Aberdeen, were in Hanover on Tuesday completing the transfer to the McLean Bros. of Mr. Collinson's 150-acre farm. The McLeans are pushers and we are pleased to see their worldly possessions increasing. Mr. Collinson is an old respected resident of the township of Bentinck, and we understand that he has done about his share of hard work and contemplates living a somewhat easier life. We would heartily recommend Hanover to Mr. Collinson as a charming place to retire to, and we feel sure that Hanoverians will be pleased to have him in our midst.—Hanover Post.

The Hon. Mr. Harcourt has introduced a bill to amend the Education Act. This bill provides for an increase in the salaries of public school inspectors at \$2. per school the Government to pay half and the County the other half. At the present time the Inspectors for the county of Bruce are paid \$10 per school and \$150 to defray travelling expenses. They will after this secure \$12 per school and as each Inspector has about 120 schools to look after, they ought to be able to pull through all right even if wood is \$4 a cord. Another section provides for a reduction of model schools, to one in each county and still another gives permission to high school boards to collect 20c. a month from pupils to be applied in supplying text books.—Walkerton Telescope.

The Hanover lacrosse boys got into life at a large and enthusiastic reorganization meeting held at Mount Royal club on Friday evening of last week. The following officers were elected: Hon. Pres.—Daniel Knechtel; Hon. Vice Pres.—Dr. Taylor; Pres.—M. S. Armstrong; 1st Vice Pres.—H. H. Miller; 2nd Vice Pres.—S. B. Clarke; Secy.—Treas.—A. J. Taylor; Manager—F. X. Hahn; Captain—C. Briggs; executive committee—H. G. Hirschner, N. Lorenz and G. H. Mitchell. Discussion at the meeting centered mainly on the advisability of placing a team in the junior series of the C. L. A., or endeavoring to form a local league consisting possibly of Tara Chesley, Southampton, Harriston, Walkerton, Listowel, etc.; the league to be entirely irrespective of Canadian Lacrosse Association control though probably conducted pretty much on their rules with the addition of the residence clause. The sentiment expressed by the players and supporters at the meeting was pretty strongly in favor of the local league, and the secretary was instructed to write several clubs to ascertain their feelings on the matter. It was thought that if a trophy—the purchase of which could be made by a certain stipulated contribution from each team contesting—was procured that it would add zest to the contest and be a prized memento for the team capturing it. To win C. L. A. honors nowadays is essentially a matter of the "long green" and Hanover sportindom has neither the price nor the inclination to go skibbling around the globe to get together a dozen of world beaters. We have lots of good, doughy, young lacrosse stuff here and we think they can make a good showing against a correspondingly amateur team. A local league would be a decidedly cheaper proposition than placing a team in the C. L. A., for the strict enforcement of the residence rule would bar out the playing of hired help. We think too that the games between bona fide home-brews will all around be quite as interesting and assuredly as exciting as would a C. L. A. struggle in which professional, semi-professional and amateur all participate together.—Hanover Post.

On Friday of last week three teams started from here with a large boiler for the Goderich Lumber Co. at Stokes Bay. The boiler weighed eight tons, and was loaded on sleighs with runners six inches wide, specially constructed to convey this monster boiler to its destination. On the solid streets of Warton and on the ice as far as Colpoys' good headway was made with the load, but on striking the country roads progress was found to be impossible, and after a couple of upsats at Colpoys, the undertaking was abandoned, and the boiler was placed on the dock at that village to be taken around by boat on the opening of navigation.—Warton Canadian.

Inspector Clendening started from Walkerton on Monday to visit the schools along 25th and 30th sideroads between the county town and Tara. On Monday he visited Williams' and McNally's schools on the 6th of Brant; Tuesday, Malcolm and 14th schools; Wednesday, No. 6, Eld. and Sull, and Dobbington; Thursday, McCurdy's and Invermay schools. He finds that travelling on foot is the only sure way this year when trains are blocked by snow, and the country roads are in many places almost impassable. This is his 31st year as inspector of East Bruce, and he hasn't seen any winter in that period to compare with the present for cold weather, deep snow, and bad roads.—Chesley Enterprise.

A Stephen, Clerk of Sullivan says in the Chesley Enterprise—Commenting the thunder storm of a couple of weeks ago, you ask in a recent issue of your paper if any old timer could give an instance of thunder and lightning in the month of Feb. before this year. I for one have a vivid recollection of such an event. The storm occurred about the middle of February, 1860. I was chopping in the woods near Elora in Wellington county at the time and before I could get home the storm in all its fury was on. The rain came down in torrents, and when within a few rods of the house a flash of lightning blinded and stupefied me for a time. Though not actually touched I was the nearest to an electric bolt that I have ever been before or since. After this storm the snow soon disappeared. Yet I remember the spring was late and backward.

The G. T. R. with their large force succeeded in getting the track open to Owen Sound on Friday forenoon March 11th, and on Monday March 15th the C. P. R. was still 4 miles out of Owen Sound with its big snow plow ditched. When the citizens along this line were enabled once more to travel in a comfortable railway coach instead of by the old stage lines, there was general rejoicing, and had there been a scarcity of food in town, and an enemy camped round about, other than the legions of snow and ice, our citizens would have had a slight idea of the feelings of those who are unfortunate enough to be in a beleaguered city. The trains ran two days and then blockaded No. 6 occurred. Another of those trans-Pacific disturbances swept along this way, and as the atmospheric depression that has travelled across this continent so often this year always manages to call in this locality before it completes its gallop of 20,000 miles, there was another blowout on Monday. However, there wasn't much loose snow to pile in the cuts on the railway track, and about 5:30 p. m. Tuesday the mail train arrived, the most ever received at one time in the history of Chesley Postoffice. The boxes were filled and the floor in the postmaster's private room contained a pile covering about twelve square feet and over two feet deep on an average, of circulars, periodicals etc., that kept the post-office staff busy sorting till nearly noon the following day. All the missing papers had come on Tuesday's mail. There were 10 Globes, 10 Mail and Empires, 10 Worlds, etc., and local papers three weeks old. The Enterprise box was filled four times. Some of our leading business men received over fifty letters. Everybody hopes the last railway blockage has occurred and that trains will henceforth run regularly and business resume its normal conditions.—Chesley Enterprise.

A writer in the Chesley Enterprise has this to say about the winters of 1871 and 1895.—The thunderstorm and rain last Sunday morning leads me back to March 3rd, 1871 when we had a very heavy rain, accompanied by thunder and lightning. On that date a man was killed by lightning on a load of hay between Hanover and Walkerton. This thaw lasted till Tuesday was all gone and there was fine weather till the third week in April when there were a few days sleighing followed by a very backward spring and poor crops. This was the first year I ever saw or heard of a potato bug. In the fall of this year and up till the 7th of March, 1872, the snowfall was light.

From the 9th till the 18th of March, both days inclusive, about five feet of snow fell. There was no thaw of any consequence, the snow gradually disappearing before the heat of the sun's rays. On the 4th of May plowing commenced and even then it was necessary to turn at least five rods from the fence on account of the depth of snow. On the following day a team with an empty wagon was stuck in a snow drift on 25th sideroad and had to be dug out. This happened in '92 not in '95 as reported in your last issue. On the 11th of May in the same year about four inches of snow fell in a short time but soon melted. That spring hay was \$25 a ton. There were splendid crops that year. There is a dispute about the year 1895. Some claim it was as cold and stormy as the present year and there was no thaw from the time the snow fell early in November till late in April. I admit it was a very stormy winter. A light snow fell on the 6th of November 1894, which did not prevent me from lifting turnips. All the snow disappeared next day and fell again on the 17th, same date as last fall. On January 21st rain fell all day, and there was a thaw on February 27th and 28th, and on March 23rd there was another thaw.

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