# DURHAM CHRONICLE

**Published every Thursday morning at the office, Garafraxa Street, Durham, Ontario, by Frank Irwin, Editor and Manager. The Chronicle is mailed to any address in Canada at the rate of $2.00 per year, $1.00 for six months, 50 cents for three months. To any address in the United States of America, $2.50 per year, $1.25 for six months, 65 cents for three months. Foreign subscription rates on application.**

**Member Canadian Weekly Newspapers Association.**


*Whosoever is afraid of submitting any question, civil or religious, to the test of free discussion, is more in love with his own opinion than with the truth.—WATSON.*

**Thursday, July 16, 1925.**

## DANGEROUS ROADWAYS

The placing of a fence along the county road between Flesherton and Ceylon calls to mind the fact that for a good many years, Grey County, and possibly a lot of other counties in the province have been flirting with fate in maintaining a lot of death traps along the rights of way under their jurisdiction. A county, municipality or province is responsible for its roadways, and we think we are safely within the bounds of truth when we say that this county especially has under its jurisdiction too many dangerous roadways. Counties seem to be the worst offenders, whether it is that they do not understand the situation as well, or are more prepared to "take a chance" that nothing serious will happen to those who pass over the highway.

For a number of years, the roadway from Flesherton to Ceylon has been a most dangerous one with its steep banks and sharp curves. We are glad to know that this danger has been removed, and as we have gone over that portion of Grey County highway, we may add that the new fence is apparently adequate to furnish the proper protection to motorists or others who use the roadway.

Our mind, as we write this, drifts to the condition of the new road recently cut through the big hills in Glenelg to get a more direct line of travel instead of being forced to go around through what is known as the "Glen." What would happen should anything go wrong with a car can easily be imagined by anyone who has travelled this road. What damages would the County of Grey be called upon to pay in case of an accident? Here the hills are steep, with an almost straight drop over the bank if a car got out of control. What could a motorist with a broken axle do to protect himself when climbing one of these hills? Nothing. There is also a bad place in the village of Priceville where, should a driver fail to make the turn, he would suddenly find himself precipitated over a steep bank into the Saugeen river. Many other dangerous points along the County Highway might just as easily be pointed out.

It matters not that a driver should at all times have his car under control. It is a question of law that all dangerous places should be protected, and the fact that the county has so far escaped damages is a matter of good luck rather than good management.

Municipalities, too, are required to keep their streets in good condition. This is a matter of law, not merely an opinion of the editor of this paper. A high court decision bearing on this was given recently at Belleville. The city of Belleville gave a contract to lay a sewer across the street, and in filling in, the contractor left a depression over the sewer. It was not levelled to conform to the roadbed. A lady from Windsor entered a taxi at the railway station to be driven to a friend's home. The taxi passed over this sewer, and the impact caused the lady to spring off the seat. Her head hit the top of the car causing injuries from which medical men said she would not recover. The city was mulcted to the extent of $1,500.00.

This incident shows that the law holds a municipality strictly responsible for the condition of its streets, and, while it may or may not recover from the contractor, must pay for any damages or injuries sustained while driving over them. Municipaliteis would be well advised to give more attention to these matters than they have been in the habit of doing in the past, or they may be called upon to pay dearly for their negligence.

## MOTOR LAW AMENDMENTS

Section 18 of Chapter 65 of the 1925 amendments to the Ontario Highway Act reads as follows:

Section 36 of the Highway Traffic Act, 1923, is amended by adding thereto the following subsection:

(1a) The operator or driver of every vehicle shall immediately before entering or crossing a through highway, bring the vehicle to a full stop.

(a) "Through Highway" shall mean any highway designated as such by the minister or by bylaw of a municipality approved by the Department, and every such highway shall be marked to comply with the regualtions of the Department.

This is the law now generally enforced in the cities which so many motorists understand so little. Usually a city will designate certain main streets as "through" streets. Vehicles entering these streets from side streets are required to come to a full stop before proceeding in order to see that the line of traffic is clear. Side streets in this instance must be marked as such, usually with the words "STOP" and it is compulsory for all drivers to observe this regulation under penalty of fine.

As an instance, Durham Council could designate Garafraxa street as a "through" street, and, by properly marking the approaches on Lambton street to conform with departmental regulations, force every vehicle to come to a full stop before proceeding along or crossing Garafraxa street. This has, it is claimed, lessened the number of accidents in the larger centres, and may become general in the rural districts when the provincial and county roads become more travelled.

## CALCIUM CHLORIDE

A couple of weeks ao, we referred to the use of calcium chloride as a dust layer and said that so far, this product seemed to be giving satisfactory results and that the dust nuisance up to that time seemed solved. We are glad that we qualified our statement, for with the continued dry weather, the dust is again beginning to fly, and ere long will be almost as bad as ever. This, of course, is not to be attribtued to the chloride, the manufacturers of which recommend two or three applications in a season, but rather shows us that we must soon replenish our supply if we wish to keep our streets free from dust during the remainder of the season.

## CRISP COMMENT

If bank directors are not supposed to direct, what are they supposed to do?—Woodstock Sentinel-Review.

Perhaps it's too early to tell, but we opine the Charley Chaplin baby doesn't walk like his daddy yet.—Brockville Recorder.

Bank bandits will not cease operations until intelligent bank managements make things too hot for them.—Toronto Star.

The sixty-year-old St. Louis priest who is learning to fly an airplane is a sky pilot worthy of the name.—New York Herald-Tribune.

Western thief who stole a horse, a cow, and a sheep blamed it on a neighbor. The neighbor had a perfect alibi, so they couldn't make him the goat.—Ottawa Journal.

## BORN

**Fairweather.**— In Toronto, on Tuesday, June 30, to Mr. and Mrs. Victor J. Fairweather, (nee Jennie Cook), a son.

**Rimmer.**—In Durham, on July 3, to Mr. and Mrs. H. Rimmer. a daughter.

**Switzer.**—in Egremont on July 4 to Mr. and Mrs. Joseph Switzer, a daughter.

## NO PAVED STREETS FOR URBAN CENTRES

**County Council at Session Last Friday Refused to Take Action and Street Paving Program Is Laid Over for the Present.**

Futile were the efforts of the urban representatives of the Grey County Council to change the opinion of their rural confreres, as expressed at the June session, with respect to the giving of their consent to proceed with the construction of pavements in the towns of Durham, Hanover, Neustadt, Thornbury, Markdale and other centres in the county as connecting links in the provincial highways. Reeve William Calder of Durham, who was really the moving spirit in the matter, fought a hard battle for the urban centres, but it was evident right from the start that he had no sympathy from the rural members, and the final vote bore this out, as there were but nine votes in favor of the scheme as against 25 opposed, with two absentees. There was very little fireworks in the discussion, and Reeve Calder fought the battle almost alone, and he presented many strong arguments, but all to no avail.

It was very disappointing to the urban representatives that neither Hon. George S. Henry, Minister of Highways, or S. L. Squire, the Deputy-Minister, put in an appearance, as they had intimated they would do, and their absence was keenly felt. In fact, there were a number of unfavorable comments made, in view of the fact that it was on the advice of the Minister that the special session was called. The district engineer, Mr. Hawes, was wired to and came to the meeting, but his presence did not go far toward achieving any result.

## SOCIAL AND PERSONAL

Mr. Anderson and Mr. Cowan of Buffalo, N.Y., were guests of Mr. George Kress, and daughter, Miss Kress, over the week-end.

Mr. and Mrs. Jack Nichols and son, Eric, Miss Mabel Mooney and Mrs. Henderson were guests at the McClocklin Camp over the week-end.

Mr. and Mrs. Alfred McClocklin and Mr. and Mrs. John Cousins of Toronto visited at the McClocklin Camp over the week end.

Rev. and Mrs. Orme Twiss of Baltimore, Maryland, are spending a couple of weeks with Mr. and Mrs. E. D. McClocklin at the Rocky Camp.

Mr. Hugh Rose of Cleveland, Ohio, came to town last week and is enjoying his summer vacation at his old home here.

Miss Florence Richardson of Los Angeles, Calif., was in town last week, the guest of Mr. and Mrs. Charles Brown. Miss Richarson is an old Flesherton girl whom we had not seen since our school days in that village nearly thirty years ago. For several years she was a resident of Seattle, Wash., but for the past seven years, she has been in Los Angeles. Needless to say, we were more than pleased to have a short call from her while in town.

Mrs. Herbert Ball of Winnipeg is visiting her parents, Mr. and Mrs. Charles Brown.

Mr. and Mrs. J. W. Firth and family of Toronto arrived in town last Friday and are spending their vacation on the farm of his brother, Mr. John G. Firth, in Glenelg.

Mrs. Frank Grasby, who has spent the past few months at Scarborough, near Toronto, with her son, Mr. Thomas Grasby, returned to town last Thursday and, we understand, intends taking up her residence here.

Mr. and Mrs. John McAuliffe and daughter, Stella, of Detroit, have returned to town.

Mrs. James McGirr and babe, of Detroit, are visiting for a month with her parents, Mr. and Mrs. Charles Lawrence, and other friends and relatives. Mrs. McGirr reports times good in Detroit, likes the city very much and says they are doing well there. We were pleased to have a short call from her Monday morning.

Misses Elizabeth and Elvine Kinnee left for Oliphant this week, where they will spend the next two weeks camping.

Mrs. Jamieson Vollett and son, Lynn, were in Toronto over the week-end.

Mrs. Lorne Aljoe and children returned to Toronto after spending a week with relatives in town.

Mr. Asa Robson of Dauphin, Man., is visiting his nephew, Mr. John Robson, in Glenelg and other friends in Durham and district. Mr. Robson has been East for upwards of a month, having spent the past four weeks with friends at Dundas.

Mr. and Mrs. Alfred Shewell of Detroit, Mich., are visiting friends and relatives in Bentinck for a few days.

Mr. and Mrs. George Arnott and baby, Floyd, of Detroit, and visiting with Mrs. Arnott's parents, Mr. and Mrs. John McAuliffe.

The children of Mr. and Mrs. Alex. Elliott are spending their vacation with their grandparents, at Wingham.

Mr. and Mrs. William McFarlane were at Wasaga on Sunday.

Mr. and Mrs. Robert Rogers, Toronto, visited over the week-end with the latter's cousin, Mr. William E. Bourne.

Mr. and Mrs. John Hornsby of Toronto visited a few days last week with their aunt, Mrs. Annie Hornsby. Mr. Thomas Hornsby returned with them and spent a pleasant holiday.

Mrs. E. Jones of Owen Sound is a welcome guest of the Hornsby family of North Egremont.

Messrs. Crawford Harrison, George Hargrave, Alfred Tucker and Master Roy motored to Southampton on Thursday. Mr. Tucker spent the day with his daughter, Miss Susie, while the others enjoyed themselves fishing and brought home a fine display.

Mr. E. H. Vickers of Sussex, N.B., was in town Tuesday, and we were pleased to have a short call from him. "Ted," as he was known here, has done well in the Maritimes, apparently. Remembering his sporting proclivities while here some years ago, when he captured the scalps of all the five-mile marathoners when running was in vogue, we asked if he were still at the game. We were informed that he is not, but still takes a deep interest in sports among the younger fellows and is at present chairman of the Junior Sports Committee at Sussex. We were pleased to see him looking so well. Mrs. Vickers and children are spending a couple of months in Ontario visiting relatives, but Mr. Vickers returned to Sussex on Monday afternoon's train.

Mr. William Swallow, Mrs. Thomas Swallow and son, Mr. Thomas Swallow, of Winnipeg, motored to town Tuesday and will spend a couple of weeks in town and vicinity with kindred and friends.

Mrs. Flora Hambly of Orangeville is visiting her brother, Mr. and Mrs. Hugh McLean.

Mr. and Mrs. John M. Campbell of Regina, Sask., arrived in town Friday night and will spend the next few weeks visiting with friends and relatives in and around Durham. Mrs. Campbell is a sister of Mrs. Thomas Torry of Bentinck, and Mr. Campbell a brother of the late Matthew Campbell of Hutton Hill. It is 40 years since Mr. Campbell left here, and though he has been back several times, it has been only for a short time each period. He reports crops good in the Regina district, though almost anything might happen between now and harvest, but with true Western optimism, he looks for the best. We trust he and Mrs. Campbell may have a pleasant visit. We were pleased to have a call from Mr. Campbell on Saturday.

Miss Lillian Montgomery of Dundalk was a week-end visitor at the home of Mr. and Mrs. G. A. Thompson.

Mrs. Crowther of Toronto is visiting her brother, Mr. Robert Aljoe and family, for a couple of weeks.

Mrs. Fred La Fleur and two children of Toronto returned home after visiting for a week with her brother, Mr. George McKay.

Mrs. Rogers of Buffalo is visiting her mother, Mrs. Currie, and other relatives in town.

Mr. A. D. McAuliffe has returned from Detroit.

Mrs. P. Gagnon and daughter, Miss Norma, returned last week from a three weeks' visit with relatives at Fort William.

Mr. Jack Davidson of Toronto is spending a few days in town, visiting his mother, Mrs. A. Davidson, and sister, Miss Frank Davidson.

Mrs. Robert Hewitt of Toronto is visiting her mother, Mrs. L. Elvidge, and other relatives.

## DURHAM MARKET

**Corrected July 16, 1925.**

| | |
|---|---|
| Live Hogs | $13.00 |
| Wheat | 1.35 @ 1.40 |
| Oats | .40 @ .45 |
| Barley | .65 @ .70 |
| Buckwheat | .65 @ .70 |
| Peas | 1.00 @ 1.10 |
| Mixed Grain, per cwt. | 1.40 @ 1.45 |
| **Hay** | **10.00 @ 12.00** |
| Eggs, Firsts .29; Seconds | .22 |
| Butter | .20 @ .25 |
| Cattle | .04 @ .08 |
| **Potatoes, per bag** | .50 |
| Hides | .06 |
| Sheepskins | 50 @ .75 |

## ATTENDED CHURCH ON SUNDAY MORNING

**Durham District Orangemen to Number of Nearly One Hundred Worshipped as a Body in Trinity Church.**

Headed by Durham Citizen's Band, Durham District Orangemen attended divine service at Trinity church last Sunday morning, where an excellent and appropriate sermon was delivered by the rector, the Rev. J. H. Whealen. Upwards of ninety-five were in the procession.

Mr. Whealen took for his text Judges 7 : vii, the story of Gideon, a familiar one to Orangemen. Gideon, in a land which had degenerated to Baal worship, still held to the true God. Called by God to deliver his people from the oppression of the Midianites, his first action was to overthrow the altar of Baal and set up one to Jehovah in its place. Then, sending messengers to all Israel, he undertakes a campaign against the Midianites with an army of 52,000 men. But warned by God that this was too great an army for his purpose, by two tests he reduces their number to only 300 men. With these by means of a night attack, Gideon overthrows the Midianites and establishes himself as judge on Israel.

Lessons drawn from the story as members of the Loyal Orange Lodge were:

(1) Loyal—Patriotic loyalty to King, but also as Orangemen, loyal to the King of Kings.

(2) Orange — Protestant in the sense of doing things, not merely objecting to abuses, but setting up other things to right them.

(3) Lodge—A body of men joined together for mutual help and comfort, but, in the case of Orangemen, with a further purpose not only to aid ourselves but to stand firm for freedom in state and church.

Gideon's three hundred won the battle, showing that not numbers but quality is the essential thing in making the order a real power.

The church was filled to capacity, with many standing, and with special music and the Band to and from the church, Sunday morning's Orange church parade ranks among the very best ever held here.

## ENGAGEMENTS

Mr. William Patton announces the engagement of his granddaughter, Gertrude Ida, to George Reese Padfield, son of Mr. and Mrs. Padfield, the wedding to take place quietly the end of July.


Our Prices on

**Flour and Feeds**

| | |
|---|---|
| Pilot Flour, per bag | $ 5.00 |
| Maple Leaf Flour, bag | 5.00 |
| Pastry Flour, 24-lb. bag | 1.10 |
| Shorts, per ton | 32.00 |
| Standard Screenings, ton | 28.00 |
| Oat Chop, per ton | 35.00 |
| Heavy Mixed Chop, ton | 35.00 |
| Tankage, per cwt. | 3.25 |
| Bone Meal, per cwt. | 3.25 |
| Cracked Corn, per cwt. | 3.00 |
| Feed Flour, per cwt. | 2.25 |

Chopping and Oat Crimping Every Day

AT McKECHNIE'S MILL

**J. W. EWEN & SON**

Phone 114 Box 82, Durham

The

**Metropolitan Life Insurance Company**

The LARGEST in the world, is now operating in

**Durham and Mt. Forest**

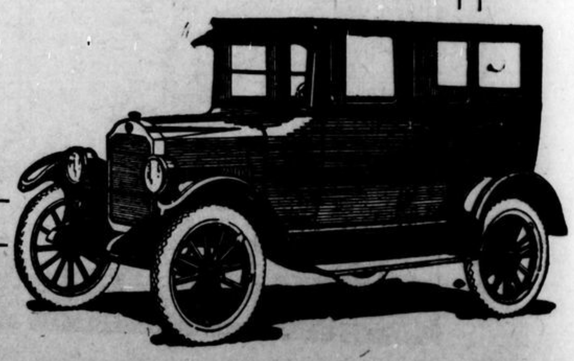
Mr. A. L. Kastner, special representative, will be glad to answer any inquiries left at the

**Chronicle Office**

**The Star Car**

THE ARISTOCRAT OF LOW-PRICED CARS

THE standardized low-priced car, built for service. Smartly attractive in design. The Star possesses a mechanical perfection not found in any other car of its class.

Let us give you a demonstration.

**McCabe & McLaughlin**