

**THE DURHAM CHRONICLE**

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*Whoever 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 truth.*—WATSON.

Thursday, April 22, 1926.

**THE GOVERNMENT BUDGET**

The text of the Government budget announced Friday last by Hon. James A. Robb, the Federal Minister of Finance, has created a storm of protest from the manufacturers of the country, especially in the automotive trade, and dire results are predicted. Just what will happen is hard to conjecture, but for the results, we will have to wait and see. Both the auto and income taxes have been cut, the receipt tax nuisance done away with, and the country is to return to penny postage on the first of July next. The news that the income tax exemption in the case of unmarried men is now \$1,500 instead of \$1,000, and in married men \$3,000 instead of \$2,000, will no doubt be good news to many. The reduction in the auto tax, the abolishment of the receipt stamp tax and the return to two-cent postage will also be received gladly. There are none of us who want to pay any more than we have to.

If these reductions are genuine, all will be well and good, but if they are to be tacked on somewhere else, then the Government is sailing under false colors. So far as the return to penny postage is concerned, there is no reason for over-jubilation here, as it will save but very little for the average householder. This portion of our community would much sooner see us return to the day of five-cent matches, and would gain a lot more from it. There are a lot of other taxes that hit the poor man a lot harder than the extra cent on letters. Possibly one reason for the cheaper postage is the fact that Canada is in the Postal Union, and the change in rates is made to conform with those of other countries, the three-cent rate being claimed to have worked against Canada, though just where we cannot see.

So far as the reduction in the auto tax is concerned, this will affect only the man who buys a car, and his poorer neighbor who cannot afford one will go on as before. The reduction of the tax, however, may be the means of increasing the sale of the cheaper cars—those costing under \$1,200 retail, and if this is true, may work a calamity instead of a blessing. The ownership of cars by persons who cannot afford them is said to be the main reason for the business slump of the past few years. If, in the face of this, still more cars are to be purchased by people who cannot afford them, we are just where we started.

The only thing to worry about, in our opinion, is the effect the reduced duties will have on the automobile industry, and even here there is no reason to cross the bridge before we come to it. Monday's dailies contain a most gloomy outlook from the point of Canadian manufacturers. The Dodge Brothers plant has definitely closed, and that of the General Motors at Oshawa and the Durant Company, while closed for the week-end, are to resume operations for the filling of orders already received. Many Canadian industries supplying parts for these cars have had their orders cancelled, and only later developments when the heads of the firms meet will decide whether or not the industry is to carry on. The Ford Motor Company is the only Canadian firm operating at anything like full time.

In several models amongst the lower-priced cars, it is anticipated that there is a possibility of their manufacture being discontinued in Canada, the Canadian territory being supplied from the big plants in the United States. This is made possible by their already large equipment there and the fact that the duty on the component parts of these cars imported from that country brings their cost up to more than the price of the completed car imported from the States, duty paid. This, in our opinion, is the matter to be worried about.

There are, no doubt, many amongst us who will pooh pooh any such idea, but worse things than this have happened, and it would be a comparatively easy thing for a number of these companies who have assembling plants in Canada to move bag and baggage across the border and ship the finished product across the line as cheaply as it can be manufactured here.

So far, there is nothing in the budget that we ordinary individuals can discuss with any degree of authority. We have heard enough of it during the past few days, but are not impressed. The most of us, if we are Tories, will take a stand against the budget, and if Grits or Progressives will be found amongst the Government supporters. The question is too big, however, for argument along party lines. The result to Canadian industry is the thing to consider. If it is a good thing, we all can benefit; if not, then we all must lose. It is a purely business matter in our opinion, and on this basis alone should it be judged.

There is one thing to be said in favor of the present Government anyway. They have at last lived up to their platform of a reduction in duties, and will now have the satisfaction of finding out whether it is a kick in the solar plexus to industry or the big boost to business and prosperity that they predict. Personally, we think if the reduction had to come, a smaller one as a "feeler" would have been a wiser move, but as we were not consulted in the matter, there is nothing left but to wait and see.

**ALL NIGHT RESTAURANTS**

The Owen Sound City Council was well advised last week when it removed the restrictions passed at a former meeting some months ago requiring all restaurants in the city to close at 12 o'clock midnight. This has been a question that has occupied the time at a good many Council boards in a number of municipalities during the past couple of years. From the first, THE CHRONICLE has not been in favor

of any legislation that would tend to curb the serving of meals, especially in this age when travel by motor is the rule rather than the exception. The writer well remembers getting into one city south of here when the 12 o'clock legislation was in force, and because we arrived shortly after that hour, were forced to drive the sixty or seventy miles home without the meal that we wanted. We have always held a certain "grudge" against that city ever since and never eat there if we can help it. This may be a foolish stand, but these prejudices will come to the surface in the most of us.

To our mind a restaurant is necessary or it isn't. If it is being run in a manner contrary to the law of the land, it should not take the authorities long to find it out and close it up. If it is being run in accordance with the law, then it is serving a good purpose and should not be made to close at midnight just to satisfy a few narrow-minded councillors or citizens who possibly never use it. It is not the citizens of a community who suffer by this kind of legislation, it is the travelling public, and we might go farther and say that in the smaller communities it matters little to the resident citizens whether the municipality boasts an eating-house or not. They possibly seldom need to use it; but, let them be forty or fifty miles away from home at midnight, and we are of the opinion that they would not feel very well pleased if forced to motor the remaining distance on an empty stomach.

One argument used by those opposed to all-night restaurants is the habit of a certain element in making them a "hang-out" in the early morning hours. This should not be, and we can assure the general public that this element is not desired by the average restaurant proprietor, who would welcome the intervention of the authorities for a general clean-up but does not feel justified in laying a charge himself. It is up to the town or city authorities to police these places themselves and see that they are being run in accordance with the law. If a certain element is in the habit of hanging around unnecessarily, both they and the proprietor should be notified that this kind of thing must not continue, and if it does, prosecution should follow.

Give the restaurants unsolicited police protection, inform them that they must conform to the law. If they refuse to help in this, then close the offenders up—and see that they stay closed night and day. Don't penalize the law-abiding restaurant, which is a real asset to any town, and by all means, don't penalize the travelling public if you want them to think well of your municipality. A hungry man is seldom a booster.

**NOTES AND COMMENTS**

Have you bought your motor license numbers yet?

Sunday was more like a day in late November than the middle of April. For a couple of hours during the afternoon, it tried hard to snow and for a time seemed about to succeed.

A contemporary advises all young men intending to get married this spring to first learn to skin rabbits. Then he can help his wife shed one of those new-fangled dresses.

One of our exchanges defines poise as the quality that enables a woman to look serene, when she fears something is loose. Possibly it's this same quality that enables a man to look innocently at his wife at two o'clock in the morning, when he knows darn well he's tight.

The amateur broadcasting station and a mother-in-law are said to be alike because they are generally in the air and cause a lot of local interference. On the other hand, a home-made radio set and a Ford are said to be different, because with the radio you buy the parts and assemble them, while a Ford you buy assembled, drive it home and you have the parts.

A cold summer is predicted owing to the fact that severe eruptions have broken out in the sun's interior, and the smoke and dirt are said to interfere with the heat rays reaching the earth. In our humble way, we would think that, being so all-fired full of eruptions, the Old Boy would be "hotter" than ever and give us a real scorching to vent his wrath on us.

The *Shelburne Economist* suggests that if the snow keeps piling up, patrons of rural routes could attach their mail boxes to the upstairs window and have the courier drop the mail in as he passes by. Why not leave the window open and throw the letters and papers in through the window? This would be ideal mail delivery, equal to that now enjoyed by the cities.

Bill Nye, the American humorist, was partly right when, following a tour of Canada from his home in the southern states, he said: "Canada has two seasons—nine months winter, and in the other three, it gets darn late in the fall." If spring doesn't soon stop lingering in the lap of winter, we doubt if the 1926 season will approach even Bill's satirical three months.

Mauna Loa, Hawaii Island, part of the Sandwich group, 2,000 miles south-west of San Francisco, has broken out again, and one village has been submerged with lava. The island of Hawaii is some 200 miles south-east of Oahu, the island on which the picturesque city of Honolulu is situated, and so far, no damage is anticipated to that place, Hawaii is the largest island of the group, is some 150 miles long, and lies about 100 miles south of the Tropic of Cancer.

**CRISP COMMENT**

The conviction that youngsters are going to the dogs may be just a sad realization that one is too old to go along.—*Sherbrooke Record*.

The fellow who says he understands women is the same fellow who will agree to regulate your carburetor.—*Kitchener Record*.

A new German dye company is to bear the name, Interessengemeinschaft der Farbenindustrie Aktiengesellschaft, and those who owe any money to this corporation will save time by making cheques payable to "Cash."—*Portage La Prairie Graphic*.

**PIANO RECITAL  
PLEASANT SURPRISE TO  
DURHAM AUDIENCE**

(Continued from page 1)

Jean Grant, "Flotilla March," (Hart); Louise Jamieson, "Marigold," (Graham); Alice Nicholson, "March in G," (Rummel); Genevieve Saunders, "Narcissus," (Slater); Mary Pickering and Elsie Hunter, "Butterfly Dance," (Trained by Miss Weir).

**Elementary**

Caroline Mitchell, "Goblin's Frolic," (Heller); Gertrude Glass, "Frolics," (Wilm); Frances Hay, "Lullaby," (Beiderman); Donald Smith, "Whirling Leaves," (Read); Trio, "Festive Procession March," (Rathburn); Florence McDonald, Eunice Moon and Florence Bailey.

**Primary**

Gordon McCrae, "Chanson Triste," (Tschakowsky); Isobel Jamieson, "Pink," (Lichner); Duet, "Triumphal March," (Egeling); Vera Mountain and Blanche Kearney.

**Junior**

Dorothy Pickering, "Rhodora," (Devaux); Mary Hughes, "Jonglier No. 3," (Godard); Vocal Solo, "For All Eternity," (Mascheroni); Miss Winnifred Clark, Hanover.

**Intermediate**

Bessie Smith, "Shepherds All and Maidens Fair," (Nevin); Elm Jay, "Love's Dream No. 3," (Liszt); Jean Harding, "Polka and Galop," (Dvorak); Norma Gagnon, "Roses de Boheme," (Kowalski); Ethel Derby, "Military Polonaise," (Chopin); Two Pianos (8 hands), "Overture to William Tell," (Rossini); Elsie Kearney, Marjorie Pickering, Ethel Derby and Elizabeth Kinnee.

**Senior**

Stella McCrae, "Erl-King," (Schubert); Two Pianos (4 hands), "Waltz op 72," (Wilm); Misses Fursman, (by request).

The characters in the play, "Scenes From the Life of Robert Schumann," were: Father Schumann, C. Elvidge; Mother Schumann, Miss M. Koch; Edward Schumann, Donald Smith; Emilie Schumann, Miss Ellen Hay; Karl Schumann, Glen Rowe; Julius Schumann, E. Clark; Robert Schumann, the German composer; Jimmy Henderson; Felix Mendelssohn, famous composer; C. Elvidge; Servant, Miss M. Ritchie; Clara Weick, Miss S. McCrae; Robert Schumann, 30 years later, W. Benson.

The scene for the first act was laid in the home of Robert Schumann's father in Zwickau, Germany, and showed the family circle, with the young musician, Jimmy Henderson, "annoying" the family with his musical practice, but nevertheless ably defending himself from the jibes of his brothers and sisters, busily engaged in their school studies. The principal parts in this act were taken by Master Henderson, who showed exceptional talent in his portrayal of the character, and Miss M. Koch and Mr. C. Elvidge, as Mother and Father Schumann. Act II, showed the home studio of Friedrich Wieck, Schumann's teacher in Leipzig, thirty years after, the part of Robert Schumann in this act being taken by Mr. William Benson. Miss Stella McCrae took the part of Clara, Josephine Weick, daughter of the famous teacher, with whom Schumann was in love and whom he afterwards married. In both acts, the parts were well taken, and while a knowledge of the life of these famous musicians is needed to fully appreciate the play, the various portrayals were well executed and very much enjoyed by the audience.

Mr. John A. Graham was the chairman for the evening, and added his quota of praise for the excellent program rendered. Mr. Graham's duties as chairman, however, were very light, the various numbers being put on with clocklike precision without announcement. The proceeds for the evening will go to the Durham Red Cross Memorial Hospital fund and will amount to in the neighborhood of \$60 when all expenses are paid.

**Cause of Split**

One of the biggest laughs in a Los Angeles divorce court was contributed through the testimony offered in a domestic split in the Central Avenue district.

"Judge, yo' honah," complained the irate colored woman, "dat man om mine sho' drinks like a fish, and dat's why I se quitin'."

"Ah admit to dat, yo' honah," spoke up the husband, "but dat's 'cause mah old woman done neglect me. Why yo' honah, Ah done pawned de kitchen stove to get money to buy mahself a little gin, an' dat no count wife of mine don't neber miss dat der stobe fo' two weeks!"

**MARRIED IN TORONTO**

The marriage of Frank J. Woods, son of Mr. and Mrs. William J. Woods of Carriek, to Miss Linda Teasdale, took place in Toronto a couple of weeks ago. The bride was a former resident of Varney, but has been living in Saskatchewan for some years.

**BORN**

Randall.—In Durham, April 17, 1926, to Mr. and Mrs. William Randall, a son.

**DURHAM MARKET**

Corrected April 22, 1926.

Live Hogs	.....	\$13.25
Wheat	1.20 @	1.25
Oats	.....	.40 @ .45
Barley	.....	.55 @ .60
Buckwheat	.....	.50 @ .55
Peas	1.10 @	1.15
Mixed Grain, per cwt.	1.15 @	1.25
Hay	.....	16.00
Eggs	.....	.18 @ .25
Butter	.....	40
Potatoes, per bag	.....	2.25
Sheepskins	.....	.75 @ 1.00

**SOCIAL AND PERSONAL**

Mrs. George MacKay is spending a few weeks in Windsor, Master Jack Gibbs having returned with her after spending the past few months here.

Mrs. R. G. Morrison of Harrison was in town one day last week and, not having much time, could only call on a few of her many friends. Miss C. McMillan of Priceville visited over the week-end with friends in town.

Mrs. Clifford Howell, who spent a few days at Edge Hill attending her mother, Mrs. Thomas Ritchie, who has been ill again but is regaining her health, returned to her home in town Monday.

Mrs. A. W. H. Lander, Treasurer of the Women's Missionary Society, is attending Presbyterian meetings in Toronto this week.

Mrs. J. Jones and brother, Mr. Malcolm McKinnon, spent over the week-end visiting their father, Mr. Hugh McKinnon, who is still confined in the Red Cross Memorial Hospital. While in town, they were guests of their relatives, the Weir and Burgess families. On Tuesday they left for their homes in Saskatchewan.

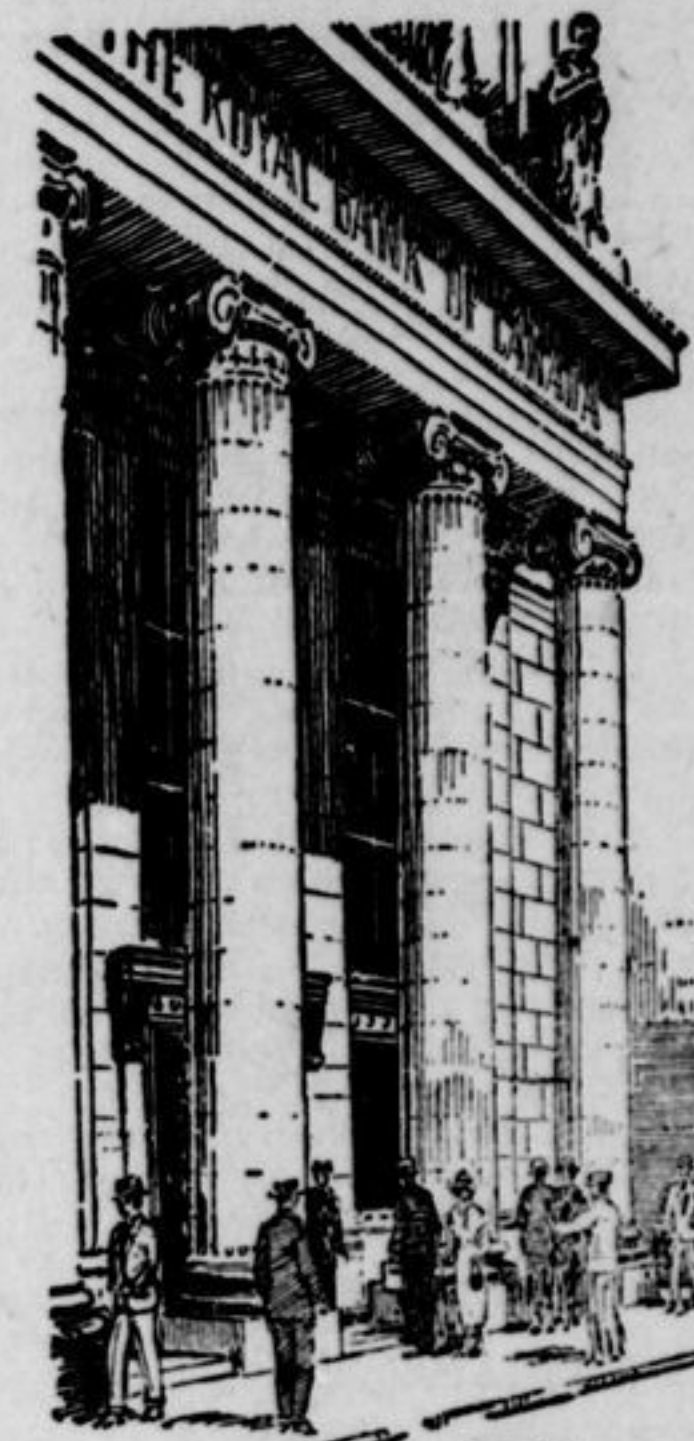
**QUEEN STREET W.M.S. HELD GOOD SESSION**

(Continued from page 1)

ates, (whose parents would rather forego the necessities of life, owing to a poor fishery, than detain their girls and boys from getting an education at the church schools, even could they earn twenty dollars a month in domestic service.

A leaflet, "The Moments of Her Days," was read by Mrs. Gagnon, showing that interest in and prayer for our far off sisters were as necessary as giving money.

Mrs. Edward Burnett led in prayer and brought a very interesting and helpful meeting to a close.



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Durham Branch · J. A. Rowland, Manager



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IN the Improved Chevrolet Coach at the new low price, is found the world's greatest closed car value.  
Three-speed transmission—modern design—smart appearance—Duco finish—long, flexible springs—ample power—world famous operating economy—all season comfort—quality construction throughout.  
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**D. McTavish & Son, Flesherton Distributors**  
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**RETURNING COLLECTOR'S ROLL.**  
Many municipalities are insisting that the Tax Collector's roll be returned on the day fixed by statute, and this should be the case in Collingwood. It is not too soon to let this be definitely known and complications avoided. When the roll is not properly returned and certified by the collector, it is doubtful if taxes can afterwards be collected by distress, especially from tenants not directly assessed.—Collingwood Enterprise.

**Spring Housecleaning Needs**  
New Paper for Every Room  
Thousands of rolls right in stock, no waiting, prices 12c, 15c and up to \$2.00.  
Room Lots at Half-Price  
Burlap, Window Shades, Disinfectants, Moth Camphor, etc.  
FARMERS! Use formalin to prevent Smut. Guaranteed 40 per cent.  
**McFadden's Drug Store**

**Canada**  
The Creation of Demand for New Nationality  
AS SEEN BY CHA...  
The Second of a Time to T...  
FREIGHT RATES AND PO...  
No country in the world is so abjectly and upon the highest degree of efficiency in transportation does. Our great export contributing the bulk of way tonnage, lies far presents practically a of This unique transportation lem may well baffle the the country can produce whole future development culture and industry vutely limited and contr skill and ingenuity of portation leaders and tion with which we n in augmenting our po as to eliminate the per cap we heedlessly creat embarked on our speed way expansion program ago, which automatically to the present unecon sound transportation s...  
UNREALIZED EXPECT...  
Canada has 40,261 n ways to serve a pitifi people. In 1900 we had miles of railway. Th railway expansion pre based on the confident, that the stream of would continue unabate at a greater rate than during the earlier y present century. In th been woefully disappoint peak year was 1913, w half a million people et ada. Since then we h ceived one-fifth of this new settlers, while t flow of population has scale that might well g serious reflection.  
OUR IMPOSING TRANSP...  
PLAN...  
Consequently we have of railway than any ot except the United States miles per thousand inhab any country on earth. T one mile for every 224 compared with about United States and 2,00 Britain. This is ver also very expensive. C portation plant is appar twice as large as it ou But it will be needed o days so we cannot profit any considerable part of rational remedy seem speedily augment our pe the point where it enormous railway plant ty-four hours a day and of the week.  
PUBLIC RATE CONT...  
Railway transportation lic utility, controlled in a Board of Railway C ers. It is the duty of the body, after exhaustive tion, to so adjust rate cheapest possible beco tended to the public with a reasonable net, the railways on capita Economics in operation increased tonnage, or to favorable cause, are, speedily reflected in love improved services. The public is thus in intimat partnership with all its ra tems, whether privatel ately or publicly owned, partial hand of rigid p trol rests upon them a and effectively. But this against excessive rates creates certain unavoiab sibilities.  
COMPETITION FOR TR...  
One of our great railwa is now making earnings to maintain its position. shows a huge deficit annu being nationally owned, th has hitherto been cover general taxation. There course, only a limited volume of traffic availab

**Water! Water!**  
What Is Good Health? Why take a chance an water that is polluted unfit for domestic use. Pure Water can be h having a well drilled, handie Pumps and Pum pairs.  
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