DURHAM CHRONICLE

Published every Thursday morning at the office, Garafraxa Street, Durham, Ontario, by Frank Irwin, Editor and Proprietor. 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, 25 cents for one month. 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.

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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, August 11, 1927

MORE FAITH NEEDED

Canadians have need of more faith in themselves. As the greatest country in the whole world, with the greatest possibilities, there is little need for the average Canadian to whine about conditions here and point with a certain trepidation to the apparent success of those of our brethren who have migrated to the United States. We hear of the success of the few who have gone to other pastures green, but like everything else, the soft pedal is pressed down when any mention is made of the failures who have not yet reached their pot of gold at the end of the rainbow, many of whom frankly admit that they would have been at least as well off if they had remained in Canada.

To hear some people talk one would think that the foreign fields to which many of our country have migrated have no failures, and that every land, excepting Canada, was flowing with milk and honey and all that was required was to stoop over and gather in the dollars.

Canadians need more faith in themselves and in their own country. There are some in Ontario who, because of the passing of Government Control, see nothing but disaster ahead. They predict all sort of evil from the measure and predict that with motor cars on the roads and whiskey let loose it will soon not be safe to be abroad.

That there will be more or less drunkenness cannot be denied, but we had this under the O.T.A., and would probably have it under any kind of law. The thing is that if the government sticks to its guns, there need be but very little open law violation or drunkenness. The O. T. A. thoroughly demonstrated one fact. If the law was enforced and the fines and jail sentences made heavy enough, the drunks could be made stay at home, or, at least, keep off the street. Dealing with the situation editorially the Brooklyn Daily Eagle has sensibly said: "Ontario is still Ontario, dominated by English and Scotch nonconformist sentiment in large measure, and not inclined to run wild. If any Yankee imagined when he read that Ontario had voted 'wet' that the floodgates of King Alcohol had been opened, he was gravely mistaken."

Let us all take heart and, like the Brooklyn Eagle, have faith in ourselves. Prohibitionists would do well to remember that it is Government Control that is on trial, not Prohibition. If there is any failure it is on the part of Government Control, and Prohibition wins. They may depend upon it that if Government Control advocates, now in the majority, abuse their privilege, the same votes that put them in the ascendancy will be the cause of their downfall. It would also be well to remember that it wasn't the "boozers'" votes that carried the day, but the votes of thousands of our citizens who, not satisfied with the Ontario Temperance Act, voted to try something else for a time. If this "something else" does not measure up to standard, then it will be good-bye to Government Control.

There is no need to worry over Government Control. It has its own destiny in its own hands, and by its workings shall we know it.

UNITED STATES LAW

There is something about laws in the United States that does not appeal to the average justice-demanding Briton, and United States citizens may well point to Canada as a land where the law is enforced, though goodness knows most of us in this country thing it lax enough at times.

Canadian laxity in law enforcement, bad as it may be, can in no wise be compared to that of our neighbor south of the international boundary. In the United States law enforcement and politics go hand in hand. With the proper political pull, no man in Uncle Sam's land need fear adequate punishment for the commission of any large crime. The greatest of all, murder, is perhaps the hugest joke of all.

The case of Harry K. Thaw, some years ago, and the more recent Chicago murder, Liebold and Loeb, in which all the culprits got off with jail sentences, are concrete evidences of the futility of proper law enforcement in the land of the stars and stripes. Had Harry K. Thaw had less money, or had the parents of Liebold and Loeb been of the poorer class, they most surely would have paid the penalty for their crimes. But Money, the god of the U.S.A. stepped in in each case, and now Thaw is free and Liebold and Loeb will be free in the course of the next ten years.

The Massachusetts case of Sacco and Vanzetti has been in line with the average United States idea of justice and law enforcement, and at time of writing both men, a pardon or reprieve refused by the governor of the state, have a horde of sympathizers throughout the United States, and, we are sorry to say, in England, who, by strikes and threatened intimidation, seek to secure the release of these two men, fairly convicted in an impartial court, of the murder of a fellow man.

Canadians and Britishers may be slow compared with certain standards, but it must be admitted that, compared with other countries, they are highly efficient when it comes to protecting the decent citizen from the knives or guns of the wandering killers.

RE-WIRE TOWN HALL

Work on the repairs to the town hall has been at a standstill for the past few days, and we are told that the reason is because before any further work can be done the building will have to be re-wired, and this cannot be done before the Council meets next Monday and passes the order. The Council should have met last week, but the High School estimates were not ready and the meeting was held over until next Monday night.

The Chronicle is not an authority on municipal law, but it appears very peculiar that a little matter like wiring the town hall should have to be delayed in this manner with the resultant delay in the extensive repairs now being made.

We have also been informed that even if the Council did meet there is to be some opposition to the town being under the expense of re-wiring the hall. The Daughters of the Empire are footing the bill for the renovation of the hall, and while there was no agreement there are some who think that they should as well pay for the wiring. There are a whole lot of other people who think otherwise, and we have heard quite a lot of comment over the hold-up of the wiring and the consequent loss of the hall if it were needed soon.

Durham finances are not in a bad shape, by any means, and we believe in any Council being economical, but this false economy is a thing that the town has suffered from for a long number of years. Durham ratepayers do not want to see their taxes raised, but at the same time Durham taxpayers are heartily in favor of the improvements at the town hall and think the I.O.D.E. proposition has been a most generous one.

With the improvements at the town hall, it is up to the Council to see that the wiring is done, and that at once, and further, to see that a suitable lighting system is installed. The day of the old-time wire hanging from the ceiling and graced with a 40-watt lamp has gone. The town hall should be properly lighted with reasonably priced fixtures, and lighted so that it would be a pleasure to attend a gathering called to be held there.

Durham ratepayers generally are not rich, but now that an attempt is being made to brighten up the only opera house we've got, are of the opinion that a little thing like a bit of wiring should never be the means of delaying the carpenter work and final decorations that have yet to be done, and which will take some time to complete.

We must remember that the summer is going, and soon there will be a call for the hall for entertainment purposes. The loss of the building for a few of these entertainments would more than pay for the cost of re-wiring. Anyway, the average ratepayer wants to see the job completed and is not concerning himself with whether the wiring is done by the I.O.D.E. or the town as a whole. Personally, we think the I.O.D.E. has done well to go as far as they did.

NOTES AND COMMENTS

This is the "license" age—drinking, driving, motor, dog and marriage.

* * *

An exchange gives some good advice when it says that if you have nothing to do, don't do it with someone who is busy.

* * *

The news that next year's car markers are to be cheaper receives a setback when, in the same breath, comes the information that the tax on gasoline is said to be higher.

* * *

An Oklahoma visitor to Ontario praises our highways. She cannot have driven over the county road from here to Flesherton and on through to Collingwood.

* * *

In the good old days the man who would hide behind a woman's skirts was considered a coward. A man who can hide behind the modern ladies' skirts would be somewhat of a magician.

* * *

Getting the battery charged, says one of our garagemen who ought to know, is not nearly so much of a problem to the average motorist as finding a place to have the gasoline charged.

* * *

A Durham lad, drawing a picture of a cow, is said to have asked his dad how many different kinds of milk there were, so that he could put on the proper number of "spigots".

* * *

An exchange says that an advertiser has offered to exchange a four-tube radio set for a baby carriage, and avows that now he is no doubt assured of steady music without battery trouble. That will depend on whether or not his new outfit is equipped with wet or dry battery.

The Difference

"Look heah, niggah; you's cheating on me."

"Black man, ah ain't cheating on you."

"Yes, you is; ah never dealt you that ace."—Wasp.

SHOULD YOU PASS THE CAR AHEAD?

When is a driver justified in passing the car ahead?

This is a question that puzzles many. Thousands of accidents are directly traceable to passing cars, and yet there are more accidents resulting from not passing cars when there is every reason why one should.

Even the fumes from the exhaust of a worn or overoiled engine may be a menace to life and property. Any driver is justified in trying to get ahead of such a highway annoyance that he may breathe fresh air, be able to keep his mind clear and improve his visibility.

It is a good rule never to follow a car that has no stop-light signal or whose driver does not use signals.

It is bad policy to follow cars with license plates of other provinces or States. Strangers may not know where they are going. They are apt to stop suddenly to deliberate at crossings. It is safer to let them follow.

Cars that are weak on hills are poor leaders. Their drivers will try to force their engines up in high gear. When the shift comes there is likely to be a stalling. Even going uphill it is not always an easy matter to stop short, particularly if there are other cars coming down the hill and no possible escape by passing around the stalling car at the last moment.

There are times when passing can be an absolute move for safely and when no driver is justified in trailing behind.

THE WAY YOU TAKE IT

Two women were talking together.

"It's a mystery to me why I don't break down. I have so much to contend with," said the first woman.

She looked worried and fretful, ten years older than she really was, but her troubles were only the ordinary vexations of life—unsatisfactory servants, a boy who had been allowed to eat too much and was suffering from his indiscretion, another boy whose mischievousness had got him into trouble at school.

"Don't worry" said her companion. "Life is worth living, if you take it that way."

The second woman had real trouble—a husband who could not make a living, grinding poverty, a crippled child—but her face expressed cheerfulness and courage, and she looked ten years younger than she was.

She was not a learned woman. Doubtless she had never heard of Epictetus and his wise words: "Externals are not in my power: will is in my power." It is even probable that Whitcomb Riley's beautiful way of stating her point of view was unfamiliar to her:

"When God sorts out the weather
and sends rain,
Why, rain's my choice."

Perhaps she had heard Henley's stirring lines:

"I am Master of my Fate,
I am Captain of my Soul."

But more probably she had not.

Nevertheless, from her own experience, she had worked out a wise and practical philosophy of life. She would not let misfortune sour or worry her. She forgot her own troubles in living courageously and cheerfully. She took life in the right way and made it worth living.

Read the Classified Ads. on Page 7.

DURHAM MARKET

Corrected, August 11, 1927

Hogs	8.50
Wheat	1.15
Oats	.40 @ .50
Barley	.65 @ .70
Buckwheat	.65 @ .70
Peas	1.10 @ 1.15
Mixed Grain, per cwt.	1.25
Hay, per ton	8.00 to 10.00
Eggs	.30
Butter	.30

Rexall Shaving Cream

Is Best for You to Buy

Men who have used it say it is the best shaving cream in Canada.

It makes shaving a pleasure.

It makes the blade ten times more effective. It does not dry on the face. A small amount is all that is required.

It is economical to use. The tube contains twelve feet of cream—more than 250 shaves—for 35c.

It works equally well with either hot or cold water and softens the toughest beard instantly.

We invite our customers to try it on our guarantee.

McFadden's Drug Store
The Rexall Store
Successors to Macfarlane & Co.

HYMENEAL

KIRSCHKE—TRUAX

Then wedding took place at Elmira, on Wednesday afternoon, July 27, of Miss Minnie Kirschke, daughter of Mrs. Chas. Kirschke and the late Mr. Kirschke, of Hanover, to Mr. Arthur Truax, only son of Mr. Jos. Truax and the late Mrs. Truax of Hanover. The ceremony was performed by Rev. E. D. Becker of the Evangelical Church, Elmira, formerly of Hanover. After the ceremony Mr. and Mrs. Truax left on a motor trip to Toronto, Niagara Falls and other points.

BORN

Bogle—In Durham Hospital, August 4, 1927, to Mr. and Mrs. W. Bogle, Egremont, a daughter.

McCulloch—In Bentinck, on Aug-6, to Mr. and Mrs. W. G. McCulloch, a son.

Ritchie—In Durham Red Cross Hospital, on Wednesday, August 10, to Mr. and Mrs. Murray Ritchie, a son.

CHILDREN OUT AT NIGHT

The Children's Protection Act, passed at the last session of the Provincial Legislature, has made this important enactment: "No child shall loiter in any public place after nine o'clock in the evening, or be in any place of public resort or entertainment after that hour, unless accompanied by a parent or guardian or an adult appointed by the parent or guardian to accompany such child. A parent who permits his child to violate this section of the Act shall, for the first offense, incur a penalty of $1.00; for a second offense, $2.00; and for a third or any subsequent offence, $5.00". There is no need of a curfew law in any community. This Act will cover any of the points necessary to restrict the hours of children on the streets. The onus is all on the parents to see that the law is obeyed by the children.—Acton Free Press.

When a girl says some decrepit old sport "isn't really old" she means he has a lot of money and she wants it spent on her.

Don't get the idea you're a heart-breaker when she cries on your shoulder. Maybe you have bored her to tears.

Read the Classified Ads. on Page 7

Raspberries

Bring Containers
Pick Your Own
12c. lb.

No Childen Under 12 Allowed to Pick.

PICKING AUGUST 16 and 19

WM. JACQUES
Phone 611 r 3.

BUY AT

McComb's

IT WILL PAY YOU

Dry Goods, Hosiery, Shoes, Pure Foods and Breads

A. G. McCOMB, DURHAM

EVERYTHING CASH

Quality at a Fair Price

There's a forceful quality in our clothes that you cannot overlook—style correctness—quality fabrics—faultless tailoring like ours is not easily duplicated at the price.

HAND-TAILORED-TO-MEASURE

DresSwell

GUARANTEED CLOTHES

cannot help but please you.
The name itself represents the same prominence in tailoring as the Rolls-Royce in automobiles.

Come in now—while the line of fabrics is complete.

D. M. Saunders
MEN'S AND BOYS' READY-TO-WEAR
"MORE FOR LESS"
One Door South of D. C .Town, Jeweller, Durham

HARVESTERS! 25,000 WANTED

$15.00 TO WINNIPEG

Plus half a cent per mile beyond to all points in Manitoba, Saskatchewan, Alberta,—Edmonton, Tannis, Calgary, MacLeod and East.
RETURNING—Half a cent per mile to Winnipeg, plus $20.00 to destination.

AUG. 30th—From Toronto, Caledon East, Beeton, Meaford, Collingwood, Penetang, Midland, Capreol, and South and East in Ontario, also Stations in Quebec West of St. Andrews and Lachute.
SEPT. 7th—From Stations in Ontario, Toronto, Inglewood Jct. and West and South thereof.

Special Trains for Winnipeg via Canadian National Railways:

From TORONTO (Union Station)—**Aug. 30th**—12.01 a.m. (Midnight Aug. 29th) 12.30 p.m.; 10.40 p.m. **Sept. 7th**—2.00 p.m.; 10.40 p.m.

From OTTAWA—Aug. 30th—12.01 a.m. (Midnight Aug. 29th); 12.01 noon.

From PETERBORO — Aug. 30th — 12.01 a.m. (Midnight Aug. 29th) via Lindsay, Blackwater and Atherley.

From WINDSOR—Sept. 7th —12.30 a.m. (Midnight Sept 6th) via Chatham, London, Hamilton and Inglewood.

From PALMERSTON—Sept. 7th — 9.00 a.m. via Guelph, Georgetown and Inglewood.

Through cars from other principal points connecting with above special trains. For details consult local Canadian National Agents

Through Trains—Comfortable Colonist Cars—Special Cars for Women and Children

Travel CANADIAN NATIONAL

25,000 Harvesters Wanted

$15 GOING To WINNIPEG — Plus ½ cent per mile to points beyond, but not west of Edmonton, MacLeod and Calgary

$20 RETURNING From WINNIPEG — Plus ½ cent per mile, starting point to Winnipeg.

AUG. 30th — From Stations in Ontario, Smith's Falls to and including Toronto on Lake Ontario Shore Line and Havelock-Peterboro Line; Kingston to Renfrew Junction, inclusive; Burketon to Bobcaygeon, inclusive; Dranoel to Port McNicoll; Toronto-Sudbury direct Line.

SEPT. 7th — From all Stations in Ontario, South and West of Toronto to Hamilton, Welland, Niagara Falls and Windsor; on Owen Sound, Walkerton, Orangeville, Teeswater, Elora, Listowel, Goderich, St. Marys, Port Burwell, and St. Thomas Branches; Toronto and North to Bolton.
From all Stations in Ontario on the Michigan Central; Pere Marquette; Windsor, Essex & Lake Shore; Grand River; Lake Erie & Northern; and Toronto, Hamilton & Buffalo Railways.

Through Colonist Cars operated from principal points. SPECIAL TRAIN SERVICE FROM TORONTO

Ladies and Children—Special Cars will be reserved for the exclusive use of ladies, children and their escorts.

Full information from ROBT. MACFARLANE, DURHAM,

Travel **CANADIAN PACIFIC**

FALL FAIR DATES 192

For the first time in a good m years The Chronicle publishes low a partial list of the dates Fall Fairs throughout this sect of Ontario, as issued by the Ont Department of Agriculture. At time this was a regular column our paper, but the dates were often wrong and caused so m confusion that we stopped the pr tice During the past couple years we have been asked quently why we have discontin the publishing of these dates, as the news is apparently of terest to a good many of our re ers, we give below a partial list issued by the Superintendent, Lockie Wilson.

We have no idea why these d cannot be issued correctly from Department, but it is a curious that they are not and although mistakes are not frequent, there usually enough of them to dest confidence in the balance of list. We publish this list bel but are in no way responsible its correctness. It is as we h received it at this office and is the best of our knowledge, corr Anyway, it is authentic.

Ailsa Craig.....Sept. 22 and
Alvinston.....Sept. 27 and
Ancaster.....Sept. 27 and
Arthur.....Sept. 30, Oc
Atwood.....Sept. 20 and
Aylmer.....Sept.
Ayton.....Sept. 30, Oct
Brigden.....Sept
Brussels.....Oct. 6 an
Bayfield.....Sept. 27 and
Beamsville.....Sept. 16 and
Belmont.....Sept
Blenheim.....Oct. 13
Blyth.....Sept. 27 and
Bothwell's Corners...Sept. 20 and
Burford.....Oct. 4 an
Burlington.....Sept. 21 and
Caledonia.....Oct. 6 an
Cape Croker Reserve Sept. 13 and
Chatham.....Sept.
Chatsworth.....Oct. 13 an
Chesley.....Sept. 29 and
Clarksburg.....Sept. 20 and
Collingwood .....Sept. 27
Comber.....Sept. 15
Courtland .....Oct
Delaware.....Oct.
Dorchester.....Oct.
Drayton.....Sept.
Dresden.....Sept. 28
Drumbo .....Sept. 27 and
Dundalk.....Sept. 29 and
Dungannon.....Oct. 6 an
Dunnville.....Aug. 29
DURHAM.....Sept. 20 and
Elmira.....Sept.
Elmvale.....Oct. 3
Embro.....Oct
Erin.....Oct. 6 an
Essex.....Sept. 28, Oc
Exeter.....Sept. 20 and
Fergus.....Sept. 22 and
Flesherton.....Sept. 22 an
Florence.....Oct. 6 an
Forest.....Sept. 21
Fort Erie.....Oct.
Galt.....Sept. 23 and
Georgetown.....Sept. 23 an
Glencoe.....Oct. 5 an
Goderich.....Sept. 8
Gorrie.....Oct
Hanover.....Sept. 21
Harrow.....Oct. 10
Hepworth.....Sept. 13 and
Highgate.....Oct. 7 an
HOLSTEIN.....Sept. 27 and
Ilderton.....Sept.
Ingersoll.....Sept. 29 and
Jarvis.....Sept. 29 and
Kirkton.....Oct. 4 an
Lakefield.....Sept. 27 and
Lambeth.....Sept.
Leamington.....Oct.
Lion's Head.....Oct. 5 an
Listowel.....Sept. 26 and
London.....Sept. 10
Lucknow.....Sept. 29 and
Markdale.....Oct. 4 an
Meaford.....Sept. 14
Melbourne.....Oct
Merlin.....Oct. 10 and
Mildmay.....Sept. 20 an
Milverton.....Sept. 29 and
Mitchell.....Sept. 27 an
Mount Brydges.....Oc
Mount Forest.....Sept. 21 an
Muncey, (United Indian) .....Sept. 27 an
Neustadt.....Sept.
New Hamburg.....Sept. 16 and
Norwich.....Sept. 27 and
Obsweken.....Sept. 28
Orangeville.....Sept. 13 an
Ottawa (Central Canada) Aug. 22
Owen Sound.....Oct. 6
Paisley.....Sept. 27
Palmerston.....Oct. 6 an
Paris.....Sept. 20 and
Parkhill.....Sept. 19 an
Petrolia.....Sept. 19 and
Pinkerton.....Sept.
Port Elgin.....Sept. 30, Oct
Priceville.....Oct. 6 an
Rainham Centre.....Sept. 16 and
Ridgetown.....Oct. 11
Ripley.....Sept. 27 and
Rockton.....Oct. 11 and
Rodney.....Oct. 3 an
St. Marys.....Oct. 6 an
Sarnia.....Sept. 28
Seaforth .....Sept. 22 and
Shelburne.....Sept. 20 and
Shedden.....Sept.
Simcoe.....Aug. 16
Springfield.....Sept. 22 an
Straffordville.....Sept.
Stratford.....Sept. 19
Strathroy.....Sept. 26
Tara.....Oct. 4 an
Tavistock.....Sept. 26 and
Teeswater.....Oct. 4 and
Thamesville.....Oct. 4 an
Thedford.....Sept. 26 and
Thorndale.....Sept. 26 an
Tillsonburg.....Aug. 23
Tiverton.....Oct.
Toronto.....Aug. 27, Sept.
Underwood.....Sept.
Wallacetown.....Oct. 11 and
Walpole Indian Fair.....Aug. 24
Walter's Falls.....Sept. 27 and
Waterford.....Oct. 4 an
Watford.....Oct. 5 an
Welland.....Sept. 27
Wellesley.....Sept. 13 and
Wheatley.....Sept. 2 an
Wiarton.....Sept. 20 and
Wilkesport.....Sept.
Windham Centre.....Sept.
Wingham.....Oct. 6 an
Woodstock.....Sept. 21