

In Other Communities

Taken From Our Exchanges About People of Your Acquaintance.

Had Arm Amputated

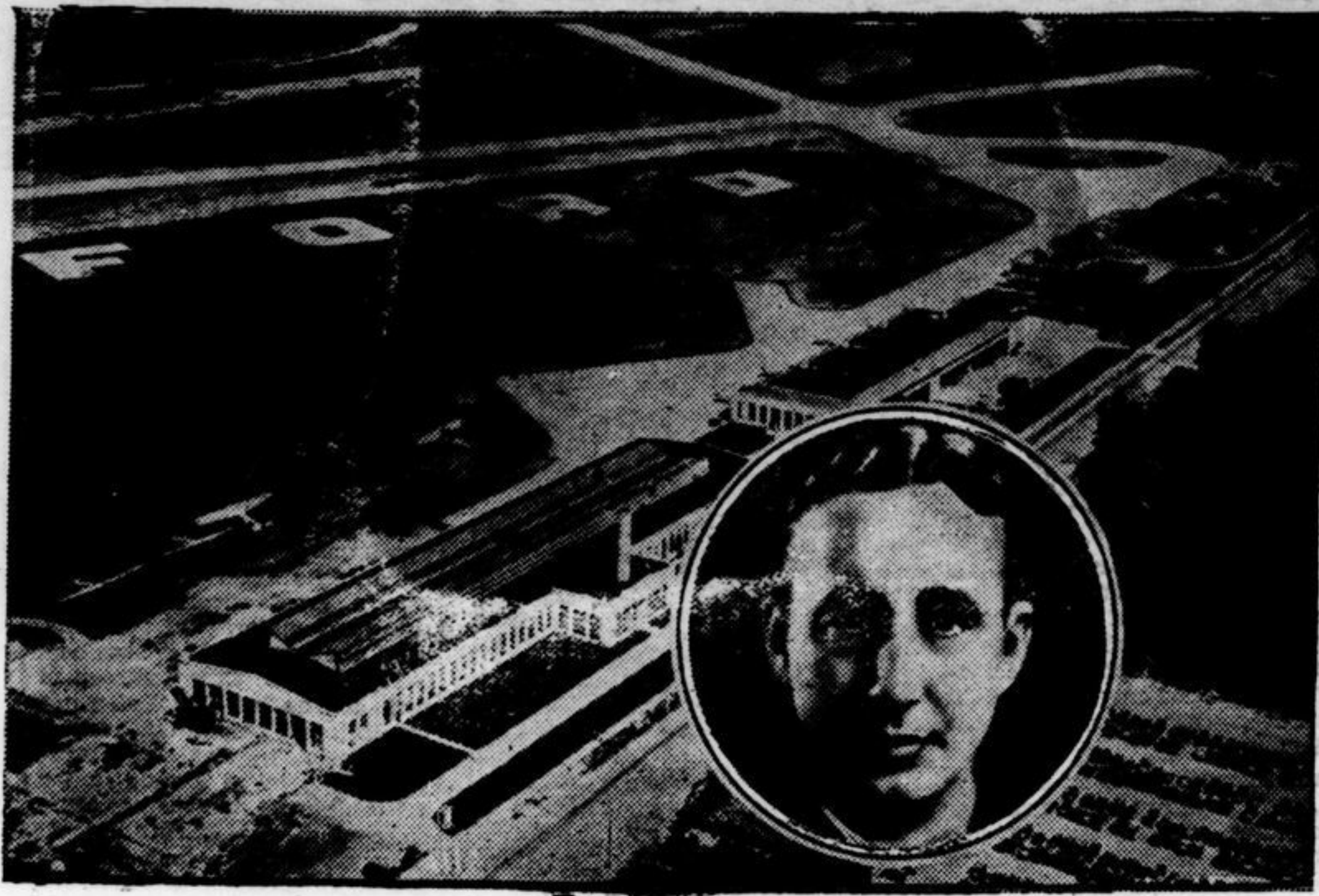
On Saturday afternoon a brother of Mr. Culbert, High School teacher here, met with an accident while driving his car from Ripley to his home. The accident happened between Ripley and Lucknow. Mr. Culbert was driving with his left elbow protruding from the window. A wedding party was met, of several automobiles loads, the occupants full of enthusiasm and allowing their cars to reach a possible 60 mile gait. Mr. Culbert passed three cars and not seeing a fourth cut in with the result that his car was broadsided with such a force as to practically tear his arm from its socket. The injured man was taken to Kincardine hospital where the arm was amputated. Both cars were a total wreck.—Teeswater news.

Saw Mill Burned Last Week

The frame saw mill owned and operated by Mr. Andrew McKean, situated between the Eighth and Tenth Lines of Collingwood Township about five or six miles from Feversham, was burned to the ground on Sunday afternoon. The fire had a good start when noticed by a passerby and could not be checked. With the mill which was built this summer and opened but three weeks ago, a pile of 20,000 feet of lumber was burned. There is no insurance. The origin of the fire is unknown. The mill was operated until late Saturday night when six or seven men left everything in good shape. Strenuous work on the part of the men who gathered saved a number of piles of lumber, thereby reducing Mr. McKean's loss by several thousand dollars.—Collingwood Bulletin.

Restaurant Fight

On Tuesday night the police and medical men were hastily summoned to the Kincardine Cafe where a real battle was staged, it is alleged. A young man, who is visiting in Kincardine, went into the Chinese Cafe and ordered a couple of sandwiches. The Celestial served him up a dozen sandwiches and the customer claimed he gave no such order. The Orientalals claimed he did. An argument ensued and it is said one of the



The Ford Airport at Dearborn, Mich., considered on the best equipped landing fields on this continent, will be the starting and finishing point for the planes which will race in the National Air Tour. This immense air armada will be under the management of Capt. Roy Collins. (inset) and will visit all the principal cities of North America.

Chinese slipped around and locked the door and then both grabbed weapons with which to force the customer to pay for the order. One Chinaman used a chair and the other a hat rack on the customer, who had a shoulder dislocated. The young man waged a fist fight with good effect that for a time had the Boxer Rebellion completely faded.

We understand the Chinese are to appear before Magistrate Walker on an assault charge.—Kincardine Review-Reporter.

Must Heed Curfew

Chief Ferguson has not only been ringing the "curfew bell" at nine o'clock each night since the beginning of last week, but, in a few instances he has found it necessary to go out into the "highways and byways" and chase home the kids.

ents, he decided to resume ringing the curfew bell. Most of the youngsters and their fathers and mothers had cause to be concerned in this respect, realized that it was time for them to be indoors, but a few were tardy in heeding the signal. The Chief, determined that they should not "put one over" on him, warned a few youngsters.

The dance, last Friday night attracted some of them, but the guardian of civic laws, and other enactments, when necessary, patrolled Durham and adjoining streets with fruitful results. Two girls, whom he chased emergent later with their mother, but of course they were safe with her.—Walkerton Telescope.

Two Die When Truck Hits Wagon

Through a head on collision with a motor truck driven by Clifford Hewson and carrying William Higgins of Singhampton, and a team of horses and hay wagon last week, Edward York, farmer, died immediately and Higgins passed away but a short time afterwards in Collingwood hospital. Hewson, also injured, is under arrest, charged with criminal negligence. The accident occurred on a steep hill near Duntroon, six miles south of Collingwood. The truck was coming north and crashed into York and his team on the incline, killing York instantly. Higgins suffered terrible injuries about the head. One horse was killed outright and the farm wagon was smashed to pieces.

York was 21 years old and leaves his widow, to whom he was married a year ago. Hewson has a wife and two children. Higgins was unmarried.—Dundalk Herald.

Souvenirs Paid Well

Some strange women pulled a good one at the Orangeville exhibition on Wednesday of last week. They were selling souvenir badges at 25 cents each and did a roaring business. Those who handed out a quarter never thought to ask the strange skirts what the big idea was, but believed it was for a local charity or something of that nature. It is suspected that these cunning daughters of Eve were members of a gang of pickpockets who were operating extensively during the afternoon. They made a number of good hauls that were reported to the police and no doubt many people who were touched never said a word about it. It is reported that James Warnock of Caledon was relieved of \$140 before he was on the grounds fifteen minutes and Dave McIlwain of Ballycroy is said to have been touched for \$60. One of the tag-sellers, who was suspected of operating in this way, was searched, but of course nothing was found on her. After the police got busy the gang faded away.—Orangeville Sun.

To Start Fox Ranch Near Chesley

Dr. H. E. Morgan has rented ten acres of land, owned by Sam Miller, on the corners of the county line of Bruce and Grey and the town line between Bentinck and Sullivan, near Chesley, and will proceed at once to start building a twenty pen black fox ranch. He has spent some time looking for a suitable location and believes that this site is ideal for the purpose. He has placed orders for the necessary material. While it is not yet known who his manager will be in all probability it will be a local man and he will be sent either to the Anderson farm at New Hamburg or to the Ruthven farm at Alliston to get some experience in this work. Dr. Morgan now owns twelve pairs of black foxes, which are on a farm on Prince Edward Island and, as soon as he has the farm in shape, will have them moved up here. It is possible that Dr. M. G. Porterfield will be a partner, although it is not definitely known yet. Dr. Porterfield at the present time has several pairs of mink which he will put on the same ranch and probably later on he will add some foxes to those already owned by Dr. Morgan. It is proposed to increase the ranch to forty pairs within a year and to eventually make it one of the best ranches within the province.

Hydro Plant at Hanover

The power plant here, which formerly supplied "juice" for the cement company and which has been lying dormant since the company ceased operations here some years ago, is now being got in readiness to again deliver power. Some time ago it was purchased by the Hydro Commission of Ontario and since then the place has been completely rewired, the gates and dam have been repaired, and all arrangements made to have it in op-

eration within a few days.

Mr. Harvey S. Wepler, son of Mr. and Mrs. D. Wepler of town, one of the engineers on the staff of Hydro Commission, was here over the weekend in connection with the work, which was in charge of Mr. P. S. Kemmel of the Eugenia Hydro staff.

Mr. Gordon E. Kennedy, who has charge of the Hydro substation here, will likely also have charge of the new plant, the power from which will be fed into the Eugenia system. If the proposed extension of the Niagara system line into Hanover goes through, Hanover will likely be the distributing centre for this district. This tie-up of the Eugenia and the Niagara systems at Hanover was reported in The Post some time ago, but nothing further has been heard and it is unlikely now that any work will be done until next year.—Hanover Post

Suffers Broken Collar-Bone

A rather serious accident occurred shortly after seven o'clock last Thursday morning when a sedan, driven by Simon Huber, of the fourth concession of Carrick, smashed head on into the side of a truck driven by Wm. E. Macke, contractor at Midway. The accident occurred at the crossing of the fourth concession and the side-line leading to Gorrie. The occupants of the sedan were Simon Huber, Joseph, his son, and George Schneider. The men on the truck besides the driver were Sam Losch, Bill Huber and E. Bende.

The Huber party was driving down the concession to the threshing. At the treacherous corner they failed to notice the truck until they were right up to it, and crashed into the side. Their car then swerved, rolled completely over and landed on the top with the engine facing in the direction whence they had come. The car is almost a total wreck but the truck was not seriously damaged.

Simon Huber sustained a broken collar-bone when he was pinned under the car as well as cuts and severe bruises. His condition is the most serious and required immediate medical assistance. Joseph Huber received a bad cut in his head which required a number of stitches to close. He and Mr. Schneider were suffering from shock. The occupants of the truck were not injured beyond a few bumps and bruises.—Walkerton Telescope.

Automobiles in 1901

There were automobiles on the streets in 1901, but not many. They had no front doors and if the car had



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a tonneau, the door was in the middle of the back. The driver sat on the right; the brake and the gear shift levers were outside at his right hand. It is said some of the models in those days had whip sockets, but we do not vouch for that. People who rode in these contrivances outside the city limits wore goggles and dusters reaching to their shoes. The women, still with the large hats and long skirts of the pre-automobile age, had veils. Most of the country roads then were dirt roads; it was considered very humorous to carry a banner reading "Excuse our dust" for the edification of drivers of horse-drawn equipages that you passed on the road. There were many complaints that the noise

benzine buggies were scaring the horses. Nobody had any registration plates or a license to drive; there were no traffic rules; you could park anywhere as long as you pleased and had no difficulty in finding a place to park. In short, them were the days. The bicycle craze had reached its peak and was waning, but still strong, and many number of persons could be pointed out as having century runs to their credit.—Bancroft Times.

Make Sure You're Cured First "I have less dread of influenza than of its consequences." "Yes, I haven't paid my last doctor's bill, either."—Mostique.

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