

Grand Trunk Railway

TIME-TABLE

Trains leave Durham at 7.05 a.m., and 3.45 p.m. Trains arrive at Durham at 11.20 a.m., 2.30 p.m., and 8.45 p.m. EVERY DAY EXCEPT SUNDAY

Canadian Pacific Railway Time Table

Trains will arrive and depart as follows, until further notice: P.M. A.M. P.M. S.10 11.10 Lv. Toronto Lv. 7.45 5.25

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DOUBLE TRACK ALL THE WAY TORONTO-CHICAGO TORONTO-MONTREAL UNEXCELLED TRAIN SERVICE

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W. Calder, Town Agent, Phone 3a J. Towner, Station Agent Phone 18

CANADIAN PACIFIC

Thanksgiving Day EXCURSION FARES

Between all stations in Canada, Fort William and East, and to Sault Ste. Marie, Detroit, Mich., Buffalo and Niagara Falls, N.Y.

Single Fare, good going Monday, October 11th, return limit Monday, October 11th, 1915. Minimum charge 25c.

Fare and One-Third, good going October 9, 10, and 11, return limit Tuesday, October 12 '15. Minimum charge 25c.

Particulars from Canadian Pacific Ticket Agents or write M. G. Murphy, D.P.A., Toronto, or Wm. Fulton, Asst. D.P.A., Toronto.

R. Macfarlane, Town Agent E. A. Hay, Station Agent

DURHAM PLANING MILLS

The undersigned begs to announce to residents of Durham and surrounding country, that he has his Planning Mill and Factory completed and is prepared to take orders for

SASH, DOORS - and all kinds of - House Fittings

Shingles and Lath Always on Hand At Right Prices.

Custom Sawing Promptly Attended To

ZENUS CLARK DURHAM - ONTARIO

Don't think because a man offers an apology he really means it

A man who knows enough to attend to his own business knows enough.

Don't think because a man wears a large hat he is the head of the house.

It may be easier to coax a woman than to drive her, but it's a lot more expensive.

If a man is married to a good woman he may not think it necessary to go to church.

LETTERS FROM THE BOYS IN KHAKI

A SOLDIER'S DIARY

35th. Battalion C. E. F. Niagara Military Camp. Ont. Canada.

A diary, by request, of a Canadian soldier, from the time of breaking camp until the arrival in England.

Niagara-on-Lake October 15th, 1915.

Morning hustle and bustle for departure, rising about 3.45 a.m. all grounds in a fearful state for mud as a result of fierce and continuous rains for a few days previous

going away with our idea of reaching Toronto all polished up like like real Canadian soldiers. At a quarter to six we were rushed through the mud to breakfast, which was given by our next door neighbors, the 92nd Highlanders

That kindness will be long remembered as it gave us a straight way for packing up. At 7.30 the roll was called, and at 9.30 every man was reported present and ready

The march to the boat was quite an exiting affair and the mud was equally exiting, the roads very much resembling a large layer of army stew, and it was no easy matter either, marching in columns of fours with a huge pack on our backs looking very much like a departmental store, as well as our kit bags in our hand.

The cheers of a battalion of infantry, and three batteries of artillery all lined up from the camp across many acres of parading ground were by no means quiet ones, and such a reception was very encouraging to us boys going to the war. I am thinking if Kaiser Bill was to hear that he would throw down arms right away.

After we were aboard the grand old S. S. Cayuga whistled, and at eight o'clock she pulled out, and as we moved very slowly away from the dock the cheers again started sounded from the water like a huge number of savages. Orbits being restored the bands on shore played some patriotic selections, and as the Cayuga proceeded down the river the band of the 35th from the stern played in slow strains, "God be with you till we meet again." At the end of the second verse we were quite a way out, and compliments from shore were very indistinct, and it was necessary to direct our attention to a more northerly direction and it was good-bye to our Canadian brothers whom we hope to meet in Berlin, Germany.

We landed in Toronto about 10.15 and headed by our brass, bag-pipe and bugle bands we marched to the two trains awaiting at Union Station. We did not move till 12 o'clock, so it gave us time to bid farewell to those who were dear to us. There were many heart-rending scenes there too, among mothers, wives and sweethearts. Well the trains proceeded on their journey and with only about four stops all the way to Montreal.

We arrived there about eleven p.m., and were on board about 12 o'clock as there was a great quantity of our own freight to handle.

Some of us were formed into a fatigue party, and it was 2 a.m. before we got to bed. It was impossible to provide beds so we made ourselves at home on the floor. Well we are on the steamer now, a magnificent vessel of 14,000 tons of the C. P. R. line, the S. S. Metagama, and we are considering ourselves lucky as we travel as class passengers on a passenger boat and not on a troop ship. I must retire now for a few hours sleep which I need very much.

Saturday, October 16th 1915 S. S. Metagama.

Boat leaves Montreal at 6.30 p.m. and very quietly, so different to leaving Niagara. Revellie came at 6.45 and breakfast was then served. The feeding of this huge horde of men cannot be so easily done as on camp ground. Some of the boys don't like the idea of waiting but when we get on the ocean breakfast will be one of the last things on our minds. We are meeting many steamers, mostly freight. Our ship stopped at Quebec and allowed a tug-boat to come alongside and take the mail. It is a fine night and there is an ocean like breeze in the atmosphere. There was no parade today except for the quarter guard, which we all get in turns. Lights out at 9 p.m. Boys are feeling good and they spent the evening in games supplied them.

Sunday, Oct 17th. Morning is fine and bright, and we are proceeding at a good speed between New Brunswick and the main land at 9.20. Revellie sounded at 6 o'clock and a new system has been formed in feeding the men. It is done in two sittings. First A. and B. Companies, and 3 bands and second C and D Companies and the Base Detail. At 3.30 still running parallel with New Brunswick, at 3 miles distance but the mainland dropped out of sight about eleven o'clock. The sea is getting rough and the boat is rocking some. At three this morning we let the pilot off and later passed the watery grave of the Titanic. We had religious service at eleven o'clock on the main deck. At seven thirty there was a gathering in the dining room and a few hymns were sung and a solo by a gifted singer. We passed the last point of New Brunswick about 5.40. There have been no cases of sea sickness. Lights out at 9 p.m.

Monday, October 18th. Revellie at 6 o'clock. The weather looks promising. Boys all on deck enjoying a lot of crazy fun. Morning parade at 10.45, and half an hour physical drill. By noon we passed Cape Race the last point of Newfoundland, which was

in sight about three hours. At 3.30 another parade was called, consisting of a lecture on discipline, and instructions as to a possible alarm. All land is now far back, we are surrounded by the ocean. The bands will furnish music every day during the voyage. There are about 300 artillery men on board as well as a draft from the A.S.C. and the A.M.C. The time has been put forward one hour and we are now quite a way east.

Tuesday, October 9. Morning opens rough. It is a common sight to see mens heads out of port holes feeding the fishes. Parade and physical drill at 10.30, no other parades during the day, the boys are too sick to make up a concert. But the worst is to come.

Wednesday, Oct. 20. Weather continues very rough and most of us are sick. Parades as usual for physical drill, etc. Evening passes very quiet and lights out as usual, 9 a.m.

Thursday October 21. Rough weather continues, in fact this is the roughest day yet. Parades as usual, and another alarm for life belts at 2.40. The old boat rolls so much we can hardly stand to attention. The orders are that we wear the life belts all the time. When one asks the boys what's for breakfast, the answer is ham and eggs and life belts. It is a protection against a possible mine. We are not being escorted, but expect to meet a destroyer about Saturday, as we near the war zone.

Friday October 22nd. Weather some what calmer, though ship rolls heavily. At one o'clock one of the big guns practiced. When the guns sounded there was a general scamper from below thinking it was war in reality. During last night we met a steamer about a mile to the north of us, and we passed a small freighter at eleven to-day.

The enthusiasm among the boys is much brighter, and another concert is being made up for to-night.

Saturday, October 23rd. Morning opens fine. Revellie at six and all other parades at usual hours. At nine o'clock we met a freighter westward bound and two others during the day, but at a great distance off. At noon the steamer took a number of circles round in the water, and allowed our machine guns on deck as well as a few rifles to do target practice on a few barrels which were thrown out for the purpose. All is in darkness to night and all port holes below are covered with canvas. The whole talk is submarines but no one seems very much disturbed, and games continue as usual. During the afternoon we ran into a shoal of dolphins, and immediately the sea was teaming with them, leaping out of the water and racing with the boat.

Sunday, October 24th. Morning opens up fine with a stiff breeze. I think some spent a sleepless night, expecting a torpedo to come pecking in the window at them. But I don't

State of Ohio, City of Toledo Lucas County, ss.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

FRANK J. CHENEY. Sworn to before me and subscribed in my presence, this 5th day of December, A. D. 1886. A.W. GLEASON. (Seal) Notary Public. Hall's Catarrh Cure is taken internally and acts through the Blood on the Mucous Surfaces of the System. Send for testimonials free. F. J. CHENEY & CO., Toledo O. Sold by all druggists, 75c. Hall's Family Pills for Constipation.

think Kize has any grudge against us. We never did him any harm, our hour is yet to come. At 10.15 a flurry of smoke appeared on the E. N. E. horizon. It is our escort. In about twenty minutes she was up with us, she seemed to come over the water like an arrow, was painted green, and hard to distinguish in the water. At eleven there was church service, then dinner, but many eyes are glued to the gunboat, which reminds one of a canoe beside the gigantic liner. I believe we are in the English Channel and probably bound for Plymouth where I think we will land during the night.

Monday, October 25th. Well we landed in Plymouth this morning. Revellie sounded at five and breakfast at five-thirty. The packing was a small affair. The harbor seems full of war vessels, three of which escorted us during the night. We left for the shore in small vessels as the liner cannot go into the dock. As the boats pulled away the band played Auld Lang Syne. After waiting a few hours we entrained at two o'clock. The enthusiasm is higher here than in Canada. Every one was out to welcome us. We must have taken a very round about way to our destination as we were eight hours getting there. We had a two hours march, but it was a pleasure after being hampered up so long. Well we are stationed in Liphook. How long we will be here it is hard to say. As we passed through Exeter the mayor's was there with tea to fill our water bottles and a lunch for each man. Our camp looks like a city of huts. The roads here are all concrete. The weather is cold. We are about one and a half hours run from London. I must draw my narrative to a close with my kindest regards to all.

I remain yours respectively. Private Victor Caisley

HAMPDEN

Congratulations to Mr. and Mrs. M. W. Byers on the arrival of a fine baby girl.

Miss Esther Sharp of Shallow Lake, is visiting with her uncle and aunt, Mr. and Mrs. Wm. Sharp.

Mr. John Corbett, who has spent the last three months in the west returned home on Monday last.

Mrs. Kester, of Aytton, visited with the Robinson family recently. Anniversary services will be held here on December 19th. Rev. Mr. Wilson, of Walkerton, will conduct the services, morning and evening, also the usual tea-meeting on Monday evening, for which an excellent and varied program is being prepared.

BUNNESSAN

Mr. Angus McArthur has been confined to the house the past couple of weeks with an attack of shingles. We hope he will soon be round again.

Mr. Lawrence McKeown returned home from the west recently after a three months' stay, thrashing in that country.

Mr. Joe Firth, of town, is at present engaged putting a cement floor in Mr. Dan McArthur's barn. Joe is an expert at this work as can be seen by many good jobs he has finished around the country.

We are sorry to report that Mrs. D. McFarlane has been poorly of late, having just come through an attack of pneumonia. At time of writing she is reported slightly better, and we hope she may continue so.

Mr. and Mrs. Alex. McDonald, of Egremont, Sundayed at Mr. D. McFarlane's.

Mrs. E. J. Davis returned home after spending a couple of weeks with her sick mother, Mrs. McFarlane.

What we would like to know? Who wired the gate on Howard and if Charlie found the horse

USE FOR ALL!

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We have just received a shipment of Suit Cases and Club Bags, prices ranging from \$1.40 to \$5.50.

Also we have stocked a line of Children's School Cases which sell at 60c.

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W. BLACK