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PRAIRIE BISON COMING FOR WILDER'S LAKE PARK

Hon. Dr. Jamieson Receives Word That Government Will Ship Two Calves As Nucleus for Larger Herd.

When Dr. Jamieson returned from the West this week, he brought with him the pleasing intelligence that he had been successful in persuading the Government at Ottawa to ship him two buffalo calves for his Wilder's Lake park, and that they would arrive just as soon as the weather gets cool enough for shipment.

While Dr. Jamieson pays the express on these animals from the big national park at Wainwright, Alberta, it is a peculiar thing that he does not own the buffalo, but must return them again if the Government calls for them. This, however, is not likely to happen, but it shows how strictly the Government guards its rights in protecting the protected game under its guardianship.

Chronicle readers will know of the efforts put forth by the Canadian Governments in their effort to preserve the bison, or, as they are more commonly known, the buffalo. From millions in number in 1870, they had dwindled, thanks to the thoughtlessness of the white hunters, until very grave fears were entertained that they, like the great auk and the dodo, would become extinct. It was at this juncture that the Government purchased the Pablo herd in Montana and had them taken to the park at Wainwright in an effort to protect them and see if they would not increase in numbers. To-day it is said that there are over 6,000 bison in the park and have become, generally speaking, quite domesticated. A notice sent out by the Government a couple of weeks ago, gave the information that it had been deemed advisable to kill off 2,000 of the existing herd as there was not enough room to accommodate them, so fast were they increasing.

American bison have been in a good many instances successfully crossed with domestic cattle and it may be that Dr. Jamieson has this in view as well as the raising of pure-bred buffalo for his natural game preserve at Wilder's Lake.

DURHAM-GUELPH TRAIN MAY PROVE REALITY

Through Service Durham to Guelph May Come in Very Near Future.—Changes Being Made in Local C.N.R. Yards Indicate That Something is in the Air.

It is not always well to jump at conclusions, at least where railways are concerned, but there is very good evidence that something is brewing over at the Canadian National yards here and we would not be surprised that it may happen in a very short time.

The establishment of the Russell plant here and the heavy loads sent out from this big stone-crushing plant necessitated the laying of heavier steel from here to Palmerston this summer so that larger engines could be used and more cars hauled up the grade from Varney to Holstein. The steel is now all laid and at present there is a gang of men at work in the local yard taking out all the old stub switches and replacing them with "split" switches.

This spring a gang of men was here for a considerable time putting in a longer turn-table and last winter the round-house accommodation was increased so that two larger engines could be housed rather than the one that usually spent the night here.

Last week the big engine that hauls the C. N. R. flier from Palmerston to Guelph was in the yard, the principal reason, apparently, for her presence here being to see if she would go into the local roundhouse. She wouldn't, not by several inches, and it is now rumored that the roundhouse will be modified to accommodate her.

The popular supposition is that the Canadian National is getting ready to have the service from here to Guelph changed so that passengers from here to Toronto need not change at Palmerston either going to Toronto or coming back. This change in the service would be quite reasonable, too, when it is considered that the train crew out of Durham have for some time past been running from here to Guelph, and the change would only be in line with the course usually followed by the company in times gone by.

This, of course, is only rumor, but it will be interesting to watch and see how far we are right—or wrong.

LONG BEACH RESIDENT VISITING DURHAM RELATIVES

Mr. and Mrs. Charles Allen Here From California on Visit With Allen Families.

We had a pleasant call from Mr. Charles Allen of Long Beach, California, who, with his wife, is visiting relatives here and enjoying a tour of Old Ontario and thinking of the days when he was a barefoot kid and trod the highways and byways of this old province.

Beyond an occasional visit here in the days when he was younger, Mr. Allen is not acquainted locally, and has not been here since about twenty-five or six years ago, when he went West to the land of native sons and there has since remained. Mr. Allen was born at Lindsay, Ontario, and, before returning to his home in the Golden West, intends to at least pass through the town of his birth, although, so far as he knows, there is no one in it who is at present interested in him.

For the past twenty years Mr. Allen has been engaged in the dental profession at Long Beach and has been eminently successful. Besides dentistry, he is also interested in oil wells, of which there are many in Southern California, and is also on the board of directors of one of the state banks.

For a couple of hours Mr. Allen and the writer conversed, and though it is twenty years since we were in the southern California metropolis, there are still many things there that were in evidence at the time of our residence. We were pleased to have Mr. Allen call and while we had never met before, there were many things in common to talk about.

MICHIGAN MOTOR TOURISTS VISITING RELATIVES HERE

Old-Time Residents Revisit Scenes of Younger Days.—Mr. Nelson Ferrer is Member of Michigan State Legislature.

Mr. and Mrs. O. E. Ferrer and their son, Mr. Nelson Ferrer, wife and child of Hillman, Michigan, are visiting friends in this vicinity. They came from Hillman by motor and a glance at the map will show to be a long distance. Hillman is about as far north as the northern extremity of the county of Bruce, about straight north of Detroit. They came by way of Alpena, Saginaw, Flint and Pontiac to Detroit for night. From Detroit they went to Port Huron, crossed over to Sarnia and made Hamilton next night. Mrs. Dargavel of Dornoch is a sister of Mr. Ferrer, and Reeve Hunt of Bentinck is a cousin.

Going home they intend going to Walkerton, Wingham, Kitchener, Hamilton, Buffalo and around Lake Erie to Toledo, and thence north.

Mr. Ferrer, Sr., was a resident here many years ago and was engaged in the carpenter trade. The son is now a member of the Michigan State Legislature and has been active in politics since about 1912. The old gentleman is over 70 years of age and still going strong. He still has an interest in Durham, has been a constant reader of The Chronicle, and always pays for it.

GIBBENS RESTAURANT SOLD TO MAN FROM EDMONTON

Local Confectionery and Restaurant Changed Hands First of Week and New Proprietor is Now in Charge.

The Gibbens restaurant and confectionery, conducted here for the past two years by Mr. J. H. Gibbens, changed hands this week and the new proprietor, Mr. J. V. Runciman, is now in possession and catering to the public.

Mr. Runciman is a member of the well-known Runciman family of Egremont, but for the past two or three years has been teaching school in Alberta. His ad. appears in this issue and, as a business man of the town, we wish him success.

LOCAL RED CROSS SOCIETY HAS OPENED JAPANESE RELIEF

Will Accept Subscriptions to be Forwarded to the Stricken Area in Japan.—A Deserving Cause.

The local Red Cross Society will open fund for the relief of the Japanese. Any donations may be left with the President, Mrs. D. Jamieson, the Secretary, Mrs. P. Gagnon, or at the Variety Store. This is in obedience to a telegram received from headquarters and it is hoped that Durham will do her share.

ECLIPSE OF SUN OBSERVED BY MANY

Monday's Eclipse Created Much Local Interest and Many People Took Advantage of Clear Sky to See It.

The partial eclipse of the sun last Monday afternoon commencing about 3.30 was a matter of considerable interest to many of the citizens, and for a time a person not in the know would be puzzled to know just why so many of the citizens were running around with pieces of smoked glass and gazing at the heavens.

The eclipse here was observed in a perfect sky, not a cloud appearing to mar the sight of the moon's transit across the face of the sun. In this latitude the margin of eclipse would be about .32. The path of totality ran through Southern California and Mexico and all the observatories on the continent were represented at either Avalon, California, or at Mexico City. At the latter place many excellent photos were taken, but at the California station the sky was heavily clouded at all times during the eclipse with the exception of very brief spaces when the face of the sun could be seen for but a moment or two.

Monday's eclipse, however, is but a forerunner of what will take place in this part of the globe on January 24, 1925, when this portion of Canada, for the first time in the history of local records, will have a total eclipse. The path of totality, that is, the centre of it, will pass through Hamilton, while Toronto will lie on the outside edge. The eclipse in the latitude of Durham, while not total, will be nearly so.

This part of Canada, however, will not be of much importance from an astronomical standpoint, as it occurs too early in the morning. To be observed from the standpoint of science one should get as close to the Atlantic seaboard as possible.

NIAGARA POWER HERE IN THREE WEEKS

Frequency Changer at Mount Forest Nearly Ready and Load on This System Will Be Handled From Niagara, With Eugenia for "Peak."

Niagara power will be ready for connection with the Eugenia hydro-electric system in about three weeks and will serve the towns on the Eugenia system now being fed by the Eugenia system. This, is at least, the opinion of the executive of the Eugenia Hydro Association which met on Monday at Mount Forest.

While at Mount Forest the executive inspected the new frequency station which has been erected there and which is now nearly completed. The station is a brick structure about 30 feet square and the equipment, including generator and motor, have been installed. The plant is designed to change the frequency of the Niagara current from 25 to 60 cycles for the Eugenia system.

A transmission line has been built between Harriston, the point furthest north on the Niagara system, to Mount Forest, the most southerly point on the Eugenia lines. The total cost of making the connection and installing the necessary equipment is said to be about \$100,000.

The new connection will provide a continuous current of 1,000 h.p. on the Eugenia system when the Niagara plant is off the peak load. The Eugenia system will be used during the peak periods and will be capable of supplying 8,000 h.p. During other periods the water supply at Eugenia will be conserved and the full load carried from Niagara.

Monday's meeting of the Eugenia Association executive was not of an important nature. Representatives were present from Hanover, Arthur, Durham, Mount Forest and Owen Sound.

VISITING HERE FROM MICHIGAN

Mr. and Mrs. W. L. Kerr of Grand Rapids, Mich., arrived Saturday to spend a few days with his brothers, John and James, at Varney, and to visit the Durham Fair. He gave us a call yesterday and renewed his subscription to The Chronicle.

WILL PREACH SUNDAY IN BAPTIST CHURCH

The Rev. R. Segsworth of Brampton will preach in the Baptist church next Sunday, the 16th, morning and evening.

WILL NOT SERVE REFRESHMENTS

Owing to the condition of the weather the Red Cross Society has decided not to serve refreshments this afternoon, Fall Fair Day.

DURHAM CLUB, TORONTO, MEETS NEXT MONDAY NIGHT

Interesting Meeting and Large Attendance Expected at Annual Meeting.

The annual meeting of the Durham Club of Toronto is announced for next Monday evening, the 17th of September, in the Queen Mary Tea Rooms, 32 King street, West, when officers for the coming year will be elected.

The Durham Club of Toronto, like others, started from a small beginning and its formation makes interesting reading.

A couple of years ago when Durham citizens launched a campaign for the erection and establishment of a hospital here, a few of the ex-residents of the town now living in Toronto thought out the scheme of a monthly gathering of a few of their acquaintances of bygone days who, also, now lived in the city. The idea "caught," until now we are told there is not a private house in Toronto that is big enough to accommodate the crowd that gathers.

The object of the Club, besides the social intercourse afforded at these monthly gatherings, was to assist as much as lay in their power to establish and maintain the Red Cross Hospital in the old home town. And they have succeeded, even beyond their own expectations, and their work and interest in the town of their former residence are things that cannot be lightly passed over.

The local Red Cross and the town in general owe a debt of gratitude to the Durham Toronto Club and others for their interest in the welfare of the old home town.

DURHAM N.W.B.A. JUNIORS PLAY WALKERTON TEAM TO-DAY

Sudden-death Game Ordered by N.W.B.A. Executive to Decide District Winners.—At Hanover To-day.

The executive of the N.W.B.A. has ordered a sudden-death game at Hanover, taking place at 3.30 this afternoon, to decide the district winners in this district, comprised of Durham, Owen Sound and Walkerton, and in which Durham and Walkerton are tied for first place. The winners will likely play off with Harriston in the semi-finals and play off with the Lucan team for the championship.

We can understand perfectly well the act of the N.W.B.A. executive in ordering this game, but do not understand why their authority does not end there, so far as the gate receipts are concerned. In most of the leagues we have ever been connected with, the executive of an association has nothing to do with the receipts in district games. It is in the semi-finals and the finals that the league as a whole comes in for their rake-off. To our mind, the N.W.B.A. had as much license to collect at the game here between Owen Sound and Durham as in the present instance. We haven't seen our good friend, Reube Horning, but he will no doubt have a satisfactory explanation to offer. For all we know, this may be the rule of the N.W.B.A. but so far as Durham is concerned there is nobody here who can give us a satisfactory answer.

HAD HARD TIME DECIDING WHICH TEAM TO CHEER FOR

Principal Alex. Firth of Brampton Had Son On Orangeville Team, and Brampton Won.

Principal Firth of the Brampton Public schools had a hard time, says the Brampton Conservator, and then goes on to tell why. Orangeville is his old home town, his son Harry is the very efficient goalkeeper of the Dufferins, and Mr. Firth is now a resident of Brampton. His cheers, and they were numerous in the first part of the game, were for Orangeville, but at the conclusion he got very nearly to the view that, all things considered, the best team won.

At the Orangeville station he got mixed up with a wedding party and boarded the train in a shower of confetti which caused him to forget the lacrosse match and to think of matches of another kind.

ECONOMICAL

2 lovers sat beneath the shade, And 1 sat the other said: How 14-8 that you be? Have smiled upon this suit of mine.

If 5 a heart it palps for you— Thy voice is mu6 melody— 'Tis 7 to be thy loved 1, 2 Say, O Nymph, wilt marry me? — Then lisp'd she soft, "Why, 13ly."

HANOVER-DURHAM ROAD UNDER CONSTRUCTION

Gang Now Working Out of Hanover To Meet Gang Under T. Nichol Working From Priceville.

Work is constantly going on in different parts of the county, on the County and County-Provincial roads. There are four foremen in charge of the road, making and repairing gangs and besides that there are about 35 patrol men whose business it is to see that the roads are kept in good shape when repaired or built.

Mr. Joseph Whiteman, who has for some time been working on the County-Provincial road to Warton, between Clifford and Chesley, has finished a stretch of 23 miles and has now taken his road-making outfit to Hanover where he will start to work on the Hanover-Durham road. He will work eastward to meet the outfit of Mr. Thomas Nichol, who is working on the same road from Priceville to Durham. Both these foremen are using gravel in the construction of the road.

The work consists of cutting down grades and grading and graveling the road.

Mr. George Hill is working on the Sarawak-Kemble road. He has a stone-crusher in his outfit and is using crushed stone on the road.

Mr. John H. Brown, the other foreman, is working on the road from Thornbury to Collingwood and is now at Craighleith near the county line. He is going to do about three miles of road at that point, with the shale that abounds in that part of the county. This shale is said to be impregnated with oil and should make very good material for the road. It is being tried out on this stretch for the first time and if it proves a success may be used on other parts of the road or on other roads in the county.

There have been seven bridges built this summer—three on the Singhampton road and one on the Pretty River valley. A large bridge with a hundred foot span has been constructed on the Heathcote side-road, Collingwood Township. The abutments are of reinforced concrete and frame-work of steel construction. Two twenty-foot span bridges have been built, one in St. Vincent Township and the other in Egremont, near Dromore.

Many culverts have been constructed in connection with the road-building, all of reinforced concrete.

Mr. John Johnston, County Road Superintendent, went over a large part of the county last week on a tour of inspection with C. W. Cornell, District Engineer for the Department of Public Highways.

SOUTH GREY FAIR TO-DAY

Annual Exhibition of the Society Closes To-day.—Weather Is Cool and Threatens Rain.

South Grey Fall Fair is on as we go to press, having started yesterday morning. The weather yesterday was anything but favorable, and even to-day, on the big day of the exhibition, it is quite cool and looks as though it might rain. According to old standards, a rainbow in the morning is a bad omen, and we had it here about 8.30.

The show this year, according to Secretary Binnie is good in some lines, and poor in others. The hot, dry weather is, to a large extent, responsible for this, and the exceedingly wet spell of the past month, coming at the wrong time, has not improved matters.

The Fair on the whole, however, is about as good as could be expected, and with a fine afternoon there may be a good attendance.

HANOVER AND FLESHERTON CARS IN WRECK

Came Together On Lambton Street Saturday Night, When Both Were Considerably Damaged.

Two Ford cars, one, a sedan belonging to Mr. J. Runstadler of Flesherton, and a touring car belonging to a man named Wideman of Hanover, came together on Lambton street Saturday night and when the drivers got backed away from each other and took a look at the damage both looked sick. The sedan had a front spring and radius rod broken, while the touring car had a front axle bent besides other damages.

We understand Mr. Wideman took the blame for the collision and paid the bill for repairing both cars, which were towed into Noble's Garage and repaired.

WITH THE WEEKLY PRESS IN THE MARITIMES

We just reached Sackville, N. B., in our trip last week. This is the first town in the province after crossing the border from the east. It is a place of about 4,000 inhabitants and noted for its educational institutions, with an enrollment of about 900 students.

Leaving Fort Beauséjour, with our faces to the west, we see spread out before us a splendid panorama, the windswept Tantramar Marshes, or dykelands, made famous in song and story by the celebrated Canadian poet, Charles G. D. Roberts. To the left, to the right, and for miles in front, stretch the marshlands, which separate Cumberland Ridge from Solid Sackville, the town of magnificent distances, the town that is different.

It was nearing dusk when we reached there, but a drive through the town showed it covered a large area. The buildings are not close together as in other towns. It is a town that is different and in future years the vacancies will be filled in. It is the seat of Mount Allison Educational Institutions (Methodist) and the home of important industries, including their manufacture of stoves, ranges, furnaces, boots and shoes, concrete blocks, building stone and many other articles. The Mount Allison Institutions, situated on a hill in the centre of the town, present a very imposing appearance. They were founded in 1854 and are under the supervision of the Methodist Church of Canada, but students of all denominations are in attendance.

Mt. Allison consists of Mount Allison University, which has degree-conferring powers, Mount Allison Ladies' College and Mount Allison Academy. A splendid brick residence affords ample dormitory accommodation for young men attending the university. Stone, brick and wooden buildings form a high-class residential school for girls attending the Ladies' College, while a wooden structure provides a home for boys taking preparatory work at Mount Allison Academy. Rev. J. E. Peters, the present pastor in the Methodist Church here is a graduate of Mount Allison University and may be able to give some interesting information.

The Owens Museum of Fine Arts contains the finest collection of paintings east of Montreal, but unfortunately, night had already set in and the building was evidently without lights.

From Sackville a branch line runs in a northerly direction to Cape Tormentine, where a large steamship ferry crosses the Northumberland Straits to Borden in Prince Edward Island, our only Island Province, about which something will be said in a future issue. We understand the railway over which we had been travelling in Northern Nova Scotia and on through Sackville to Quebec is the old Intercolonial road, built when Nova Scotia and New Brunswick entered Confederation. The line from Sackville to Tormentine, and the ferry across Northumberland Strait grew out of the agreement which led Prince Edward Island to join with the other confederated provinces in 1873.

It was on the night when our train reached Tormentine and as the train had to be ferried across in two sections it was well on towards morning when the task was completed. Those of us who were sleeping on the train being carried across the nine miles of salt water knew nothing of what was going on till we found ourselves on Prince Edward Island on waking up next morning. We missed the privilege of seeing the ferry trip when going, but on our return we were on the look out the whole way across. The big ferry with its load requires about three quarters of an hour to bridge the nine-mile gap.

(Continued next week.)

DOMESTIC WATER SUPPLY TO BE TAKEN FROM LAKE

Well Sunk to Provide Goderich With Domestic Supply Charged With Salt and Therefore Useless.

The town of Goderich is up against the problem of obtaining a better supply of water for domestic use. It was expected that the necessary supply would be obtained from wells but this has proved impracticable as the water in the well put down proved to be charged with salt. The town will now extend the intake pipe further into the lake, an undertaking which will cost about \$75,000. The cost will be met out of the water rate.