

Ontario Swept By Winter's Storm

South and western Ontario is snow-bound this week. Trains are late, city traffic is laid out, and about the only residents moving are the farmers who, with Old Dobbin, realize that the snow is a little deeper than it was over the week-end, but get there just the same.

Not so the city people. From the time the first couple of snowflakes hit CBL radio station terrific walls commenced emanating from the Queen City, but little attention was paid to them up in this country where we have lots of snow, can take it, and go about our business, slower, possibly, than usual, but we get there just the same.

As we listened we recalled the time a couple of years or more ago when there was quite a storm up in this country. The newsmen got busy, and the farmers in the Rocklyn and adjacent territory were sure to starve unless the roads could be opened and the Meaford bread trucks get through. We thought it was funny and inquired. It was all too true.

Apparently, we were mistaken. The storm really had arrived, and as it has turned out, is reported one of the worst ever to have hit Ontario.

Up in this country, where we are on the high land and storms are to be expected, we received very little of the blow and the snow, at its height the farmers were in town from the surrounding territory, most of them in their cars, and others with horse and sleigh. They reported snow, but not much. They thought that perhaps winter had set in at last. Otherwise, it was beautiful weather for this time of the year.

The storm struck hardest in western and southern Ontario, the so-called banana-belt being hit hardest. Not a wheel was turning in Hamilton, we were told, the Niagara peninsula was isolated, and residents of the country as far west as Sarnia and Windsor were digging themselves out.

In Toronto all traffic was paralyzed and for the first time in its history the Toronto Globe and Mail suspended publication Wednesday as its delivery trucks had not reported from the day before. Workers in non-essential industries were requested by the mayor to stay at home and not snarl the street-car service, as all of it would be required to get war workers to their jobs. Many radio programs were cancelled off and a "transcribed" program substituted. Milk deliveries were suspended, and both of Toronto's big departmental stores were closed, as well as the schools.

This condition was pretty general all over the country affected, with the buses taken off the road, if they could get them home, or left in the drifts on the highway. Railroad traffic was slowed up, and the trains ran behind schedule.

This Wednesday the storm has let up and is reported moving east into Quebec. The glass is rising and western Ontario will be dug out with a few days of fine weather, the big storm of December '44 will have been forgotten. Some 20 people are reported to have died as a result of the storm, most of them in Toronto, and most of them from over-exertion in shovelling snow or trying to wade through the heavy drifts, reported six feet high. One death resulted in downtown Toronto when a street-car turned over and some 40 people were injured.

N.S. Morrison Now At Brampton

Nursing Sister Adeline Morrison, who returned to Canada some time ago after lengthy service in hospitals in England is now stationed at No. 2 Casualty Retraining Centre at Brampton, which, she says, is one of the best-equipped retraining centres in Canada, and is doing good work in returning wounded soldiers back to civilian life.

REGIMENTAL O.C. WROTE MOTHER HERE

Mrs. Margaret Falkingham, mother of the late Trooper Gordon D. Falkingham, killed in action in Belgium on October 8, has received the following letter from his regimental commander.

"It is with the deepest regret that I have to advise you of the death of your son in action with this Regiment on 8th October, 1944. Your son has been with the Regiment for some time and always carried out his duties in a most efficient and cheerful manner, at all times maintaining the highest traditions of a Guards Regiment. In making the supreme sacrifice he has rendered the highest service to his King and his country.

Spr. Lorne Long Lost Leg At Caen

Sapper Lorne Long, son of Mr. and Mrs. J. B. Long of town, arrived home Sunday from overseas, where he had been in service for more than four years, and where he lost his right leg in the fighting around Caen last July 29. He was so badly wounded his leg had to be amputated, and for some time after the operation he was reported seriously ill.

Despite his injury, Sapper Long is in good spirits and determined that it will take more than the loss of a leg to keep him from successfully returning to civilian life.

Sapper Long was born in Durham 24 years ago. He enlisted at Stratford in March, 1940, with the Royal Canadian Engineers and went overseas with his unit later that same year. He took part in the first Dieppe raid two years ago, but on his last service on the continent had been in France only a few days when wounded.

After a time spent in hospital in England, Sapper Long was invalided to Canada, arriving here a week ago on the Canadian Hospital ship Letitia. With other wounded he was placed on a special train and brought to Ontario to London, from where he was sent to Durham, arriving here on Sunday.

Despite his experiences and the fact he lost his right leg, Sapper Long is looking well, says he feels fine, and has no regrets. As he says, "It's all in the day's work."

Reported Missing, Now Presumed Dead

Mr. G. C. Webster received a letter this week from Air Marshall, Chief of Staff at Ottawa, informing him that his son, Flying Officer Robert J. Webster, reported missing after action over Belgium and Germany, was now officially presumed to have been killed in action. Mr. Webster had previously received unofficial word that his son had been killed when his plane crashed over Belgian soil, and that he had been buried in a cemetery at or near Ghent, in East Flanders, Belgium.

Local Soldier With Toronto Irish Regt.

Writing as special war correspondent in his newspaper, the Toronto Telegram, Major Bert Wemp tells of the goings-on on the Italian front, where a good many boys from around Durham are serving with their units, the Perth Regiment is one of them, and also the Toronto Irish. It is almost impossible, with the continual transfer, to keep up with the army, but there are many boys from around here doing stellar work in trying to put the Germans back over the Alps to their own country, and where the Russians can give them a slap in the rear after they have succeeded in capturing the Hungarian capital of Budapest on the Danube. Reporting to the Telegram Major Wemp says:

"There is no holding those Toronto Irish lads. In the line at a spot where action was practically at a standstill some of the boys grew restless and approached their company commander with a view to causing some German recessive vehicles a spot of trouble. In no time a small party, including Cpl. Jack McGowan, Durham, L.-Cps. Don Nutley and Jack Johnson, with Ptes. Clifford Brice and Edward McLeod, and thirteen Partisans were on their way. L.-Cpl. Nutley and Pte. Brice went into a nearby town while the others set up a Plat gun covering the roads leading up to it.

"They had hardly positioned themselves when the rumble of Hun vehicles was heard. They waited with gun aimed. As the leading car came into view they fired, getting a direct hit. The others fled. The Partisans, unmindful of the danger, rounded up two of the car crew as they attempted to escape. One officer had been killed. On their return the Irish lads picked up two more prisoners. Polish conscripts, bringing the four back with them.

"Information given to the officers on return indicated that they had been seven miles behind the enemy lines. The information was extremely valuable."

New Public School After The War

Durham Public School trustees, at their last regular meeting were unanimous in advocating that after the war steps should be taken to erect a new school to replace the present structure which for some years has been unmodernized, even condemned by the higher-up educational authorities.

Durham Public School was erected in 1875, with an addition two years later. At that time and for some years later it was all that could be desired, but time has taken its toll, until at the present it would take so much to modernize it and make it acceptable to the provincial authorities that after due consideration the trustee board came to the conclusion the only way out of the difficulty was to erect a new building that would meet all requirements.

During its career Durham school has done good work in the community. It was for years outstanding in the inspectorate as an educational institution and for a number of years also besides the public school work it also was used as a continuation and model school. A noted centre of education in the past, like the old gray mare, she isn't what she used to be, and like the old gray mare it might be cheaper, better and altogether more satisfactory and sensible to get a new one than to try and physic the old one back into good health and usefulness.

While the idea of building the new school is yet in its embryonic state, we believe it has been considered that a one-storey building, modernly lighted and modernly equipped would be better, healthier and more to the point than a two- or three-storey building. At this meeting, the resignation of H. J. Coventry from the teaching staff was accepted and Miss Vera Eastman of town was appointed to the position.

Badly Injured While Loading Logs

Roy Brown of Glenelg is a patient in Durham Red Cross Memorial Hospital as a result of a serious accident last Wednesday when he was aiding in loading logs on a truck on the former Thomas Melosh farm. This bush had been bought by the Dirsteins of Elmwood, who are removing the timber. So far as the Chronicle can ascertain the truck had been loaded and Mr. Brown was walking away with his back to the load when one of the logs rolled off the top of the load and over the unfortunate man.

Medical aid as summoned and Mr. Brown removed to the hospital here where it was found he had received several broken ribs, and his right leg fractured above the knee. He was also suffering from shock, and as well as badly bruised about the body and suffering from shock.

Inquiry late yesterday afternoon elicited the information that he is doing well and no serious results are anticipated. Despite this he will be confined to the hospital for a couple of months.

No Blood Clinic Due To Storm

Word was received from Red Cross headquarters in Toronto Tuesday afternoon that the Blood Donor Clinic scheduled for Durham this Thursday afternoon had been cancelled indefinitely on account of the storm.

Southern Ontario really was tied up with this week's storm, and there was no possibility of getting the Red Cross truck and equipment here out of the city until the highways had been cleared and traffic again is normal. With blood clinics being held all over the province, there is no chance of holding the clinic in Durham today, as this would only upset dates already set, and cause untold confusion in all of the schedules. Consequently, the clinic scheduled for Durham today has been cancelled indefinitely.

BOMBED-OUT VICTIMS APPRECIATE KINDNESS

The letter below was received a few days ago by Mrs. G. Hargrave of Egremont from Mrs. Holloway of 313 Masten Way, Weston Park, SW 20, London, England. It is self-explanatory and expresses the thanks of a bombed-out victim for the few much-needed clothes she received. There are tens of thousands of Mrs. Holloways in England, all of them victims of the war. She says: "I am writing to you thanking you greatly for the very good work you and your friends are doing in making dresses and things for us over here. We had the misfortune of being bombed out of our home with one of the flying bombs, practically the last thing sent over. We had no chance of getting some things given to us from the Women's Voluntary Service. Among them was a little red Scotch plaid dress with green lines across and down, with a note pinned inside with your name and address asking us to write to you. I hope you recognize it by the description I am able to give you. It suits my little girl Monica, 3 1/2 years, beautifully. She is highly delighted with it and shows it to everybody she meets, saying: 'Look at my lovely dress that a dear lady in Canada sent me.' I am sure you would be quite proud and pleased to hear and know what we over here are saying and thinking of you all for your kindness in helping us over our difficulties. But I think our troubles are nearly over now, as the war cannot last much longer. Thanking you for being in France and the great work they are doing in France and Italy. I am sure you will all be pleased to see them home again."

OBITUARY

MRS. JOHN GARSON

(Holstein Correspondent)

Mrs. John Garson passed away at the home of her daughter, Mrs. Archer in Toronto on Saturday, December 1. Mrs. Garson had been ailing for a number of years. She was born in Osprey Township on November 24, 1857 and was one of a family of ten of the late John and Jane Flett Inkster. She made her home with her daughter, Mrs. Albert Archer in Toronto for the past fifteen years.

She was married to Mr. John Garson at the manse at Priceville, December 1, 1879 and they were among the first settlers of the village of Dromore. Later they moved to a farm about a mile west of the village where they lived until twenty-four years ago, when they sold their farm and moved to the village of Holstein. Owing to failing health they were forced to give up their home fifteen years ago and went to live with their daughter in Toronto. Mr. Garson predeceased her at the age of 88 years.

Mrs. Garson is survived by her daughter in Toronto, one son, Alfred, of Buffalo, N.Y., one sister, Mrs. Sarah MacKenzie of Calgary, Alberta, Saskatchewan and Alfred of Meeks, Saskatchewan. One daughter, Annie, and a son, Tom, passed away before they left the farm near Dromore.

JAMES HASTIE

James Hastie, well-known resident of the Traverston district in Glenelg Township, died Wednesday of last week after an illness of two months from a stroke of paralysis. Although able to work up to that time, Mr. Hastie had been in indifferent health for some years. He was in his 76th year, and for the past 54 years had conducted his blacksmithing business at Traverston.

The late Mr. Hastie had spent his whole life in his native township, and in the neighborhood in which he lived. He was born near Traverston, a son of the late Mr. and Mrs. Robert Hastie.

About 40 years ago he was married to Maggie Murdoch of Glenelg, who survives, with three daughters, Mrs. W. Sweeney (Irene), Glenelg, Elvie, with the Dominion Twist Drill Co. in Walkerville, and Essel, at home. Surviving also are two brothers and one sister, Robert and Mrs. John Martin, New Westminster, B.C., and Samuel, Butte, Montana. Three sisters, Mrs. George Peart, Mrs. Douglas Currier, and Mary, are deceased.

The funeral was held from his late residence Saturday afternoon, to Zion United Church, of which he was a member. The service was taken by Rev. A. W. March, who conducted the private service at the home, and the public service at the church. There was a large attendance, with the church choir rendering favorite hymns. Interment was in Zion cemetery.

The pall bearers were Thomas Cook, Joseph Edwards, Albert McNally, Edward McCarthy, Basil Davis and James Goodwell. The flower bearers were Corman McNally, Gordon Beaton, Percy Greenwood, J. C. Cook, Charles Timmins and Gordon McNally.

HERBERT BURROWS

Herbert Burrows, a former well-known resident of this town 40-odd years ago, died December 4 at his home at Daysland, Alberta, from a heart attack. Mr. Burrows would be a man approaching 80 years of age, and when in Durham was employed by the late Henry Parker as a druggist.

Home On Furlough After 31 Operations

Flying Officer Donald Knight, son of Mrs. Margaret Knight and the late Major E. L. Knight, arrived home on Wednesday night from overseas, where he has spent the past two years. FO. Knight enlisted in August of 1940, received his training in Canada and England, and during the time he was attached to the RAF, where he won his commission, he completed 31 operational flights over enemy territory. He is now home on furlough. In May of 1943 FO. Knight was seriously injured when a plane in which he was rear air gunner crashed in England. As a result of chest injuries he spent five months in hospital. FO. Knight is a son of the late Major E. L. Knight of Collingwood, who made the supreme sacrifice at the Somme in 1916 while in command of the Eaton Machine Gun Battery, and who died when his soldier son was only 17 months of age.

Convoy Left Town With No Coffee

There are always two sides to a story and sometimes it pays to hear both sides before making complaint. On Tuesday a number of motorcycle soldiers from Camp Borden passed through town on a routine hike. We don't know the exact number, but it would be safe to say there were close to 50 of them. It was a cold, windy morning and when they arrived in Durham they stopped for a cup of coffee. The time would be about 10 o'clock in the morning, and the local restaurant, which remains open until after midnight, was not open. After closing, there is the cleaning-up to do, and with a help shortage here as in all other places where work has to be done, it would be past 3 o'clock in the morning before the staff retired. As a result the restaurant does not open until around noon, and no service was to be had here.

One of the party went into a place of business and told his story, and the businessman arranged with another town party to supply the coffee. Apparently the one who interviewed the businessman was not in charge, for the party pulled out — without the coffee, and without letting anyone know it was not to be used. As a result, the supplier was not any too well pleased, and neither was the businessman who ordered the coffee, although he did not hesitate, and paid for it.

This isn't much of a story, but we tell it because a couple of citizens said to us that this is "one hell of a town" where passing soldiers could not get even a cup of coffee.

While it is the duty of every citizen to render service to boys in the army, this courtesy should work both ways. Numerous convoys pass through town. Some of them stop, most of them do not. On Thursdays there is a convoy of several vehicles who arrive in town around 10.30 and have their dinner at the local Armories. They carry their own cook-house and supplies. Were they suddenly some day to arrive at the between-meal period, they might have difficulty in getting a meal as quickly as they might want it. Who is to blame?

We would think it fair that if any routine hiking party expects to arrive in Durham these cold months and expect service, they would make the necessary arrangements. And they would be served. But to expect such a service on the instant, and promptly, well, it simply cannot be done in these times of lots of work and few to do it. As it was, the party who made the coffee Tuesday morning was in the middle of preparing the noon-day meal for a number of boarders, but stopped to serve the boys on the motorcycles.

Yes, there is always two sides to a rumor, and it is a funny thing that those who seem so anxious to find fault are usually the ones who do the least to correct conditions of this kind which just seem to happen, with nobody particularly to blame.

We don't know that there was any complaint on the part of the soldier boys, but if there was, it might be well for them to know the coffee was here, but they left before they had a chance to sample it.

Produce Hogs On Present Level

The Agriculture Department at Ottawa said in a statement Monday that if Britain's 1945 bacon requirements are to be met without reducing supplies on the Canadian home market, hog marketings must be held at or near the 1944 levels. "This will not be easy, for provincial representatives, particularly those from the Prairie Provinces, are of the opinion that some reductions in hog marketings might be in prospect for 1945," said the statement.

"However, hog producers are now being urged to make every effort to hold production at present levels as the only other method of obtaining the bacon Britain needs from Canada would be to reduce the supply of pork products on the domestic market."

At the Dominion-Provincial Agricultural Conference last week, Agricultural Minister Gardiner read a letter from Col. J. J. Llewellyn, British Food Minister, stating that Britain will require shipment of at least 600,000,000 pounds of Canadian bacon in 1945 if the present ration is to be maintained. "This simply means that Canadian farmers now have a guaranteed market for all the hogs they are able to produce until at least the end of 1945," said the department.

A year ago the Dominion started the payment of premiums of \$3 on Grade A carcasses and \$2 on B carcasses, to remain in effect until at least six months after the end of the war. "The fact that adequate supplies of feed grains now are on hand, and increases have been recommended for 1945 fall planting, coupled with assurance of continuation of stable prices and quality premiums, should enable Canadian hog producers to maintain production with greater confidence than has ever before been possible," said the department. Farmers, despite lack of help, have responded nobly in this war, and will continue to do so. We think most of them realize we are all in this thing together, win or lose, sink or swim.

ARRIVED-OVERSEAS

Mr. and Mrs. John Sharp of town received word this week that their son, Pte. W. J. Sharp, had arrived safely overseas, and was safe and well.

Weekly War Commentary

Specially Written for the Chronicle

By H. L. JONES
Canadian Press Staff Writer

For months now Allied gains along the Western Front have been small and hard-won, as Gen. Eisenhower's armies at many points fought for each blood-stained yard against some of the most determined and effective opposition the German army has ever offered.

All along the front the seven Allied armies now in the line are gaining or at least holding firm ground previously gained. But nowhere is the advance rapid enough to satisfy the hopes of many on the home front.

There is belief in many quarters that the present war of position, in which the Allies have been forced to engage ever since forward units outran their supply lines following the spectacular break out of Normandy, means just so much costly effort with little tangible gain.

That is an erroneous conception. Actually, although recent territorial gains are reckoned in yards rather than in scores of miles, the battle of attrition now being waged is winning the war against Germany just as effectively as would manoeuvres more visible on a map.

The enemy is estimated to be losing some 9,000 casualties a day—a figure which by present German standards represents almost a division. He no longer can afford losses on this scale.

Already his forces are spread thinly along the front from the Netherlands to Switzerland. He has perhaps 1,000,000 men in the line—many of whom by the Allied yard-stick are totally unfit for combat—and behind that he has few large reserve units.

Allied Superiority

The Allies have considerably more than 1,000,000 men in the line now, by recent estimates, and behind them ample reserves of well-trained, hardy replacements.

Allied air and armored superiority no longer is in question in Europe. Only the undeniable ability of the German fighter, coupled with natural advantages accruing to the defending side particularly in such weather as the continent has experienced lately, is keeping the front relatively static.

But the enemy has no further reserves to draw upon, and as he loses his present forces daily his efficiency must wane too. The defending forces are being spread thinner and thinner; Allied pressure is not relaxing.

Not by great sweeping territorial gains, but by the brutal business of killing Germans, will military victory be achieved. When the line is drawn tight enough, it will snap, and then will come the spectacular march on Berlin.

At the week-end, German resistance was stiffening on the 3rd Army front and Lt.-Gen. Patton's wedge into the Siegfried Line had not been appreciably deepened. United States forces, however, made a new crossing of the Saar River and were reported fighting in the streets of Saarequeimes.

Allied gunners continued to pound Saarbruecken and to the south the last German defences in Alsace were reported cracking. Allied armiers are bombing the escape bridge over the Rhine near Colmar. The northern end of the front line is relatively quiet.

Churchill Supported

An overwhelming vote of confidence was given Prime Minister Churchill in the House of Commons last week on the question of British policy in the liberated countries of Europe, particularly Greece.

The crisis was provoked by inter-ethnic strife in Greece, by British antipathy toward Count Sforza as Italian foreign minister and demonstration in the Low Countries.

"Democracy is not a harlot to be picked up in the street by a man with a Tommy-gun," said Mr. Churchill who refused to back up an inch on the position he had taken. "These countries shall be freed from the German armed power and under conditions of normal tranquility they have a free universal vote to decide the government of their country, except the Fascist regime, and whether that government shall be to the left or the right."

The Prime Minister was supported by 281 votes to 32.

But some British newspapers at the week-end said Mr. Churchill's speech did nothing to relieve public anxiety about the lack of a unified Allied political strategy. According to the London Times the situation emphasizes the need for an early meeting of the Big Three.

The week ended with little clarification of conditions in Greece apart from those affecting Athens. It was stated that 20 per cent of the Greek

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