# m High School

that Mr. and Mrs. under the doctor's hat they are soon en-Il good health. ton of Mulock and were guests of Mr. ulton recently. Seim, of Hanover, sday with Mrs. Wm. of Durham was in Thursday with his

Vollett's SATURDAY

\*\*\*\*\*\*\*\*\*

CIALS ... 2 boxes for 19c ....2 boxes for 19c & coarse .. 5 lbs., 19c .....5 lbs for 25c LET TISSUE ..... rolls .........23c e ..... 8c .... 8 bars for 25c ISER.4 cans for 250 bag ..... \$1.00 FLOUR 98 lbs 2.10 per 100 .....\$1.25 CALF MEAL .... ..... \$1.10 H ghest Prices paid

PROMPTLY

OLLETT

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# PRICEVILLE

PRICEVILLE

It appears in our last week's items. objection has been taken to the remarks made, of a club held at Mr. Scheurman's office. We can assure the general public, all and sundry, that there is nothing of a gambling nature carried on whatever. The reference to the "password" was only a skit on one, who disapproves of the time lost in innocent pleasure. We are sorry that a wrong construction should be put on the item, which was merely a continuance of the joke on the fault-finder.

The Sacrament of the Lord's Supper w.ll be observed in St. Columba Church, Feb. 4th, with the Rev. J. A. Moir, M. A., officiating,

The union prayer meetings were held in the two churches last week by ing at the home of Miss Nellie Mc- had for teachers, Archibald Black, the two resident ministers interchang. Lean, when a most enjoyable evening John Fleming and Charles McArthur. number of each congregation attended served. The next meeting to be held

the skaling rink have been erected friends in Durham. and it is expected to be wired and in operation this week

The men of St. Columba have gathered on two occasions and put up in attendance. poles enough to make 80 cords, it is estimated. Other bees are planned for an equal quantity, probably. Great 14th, so that they can have it cut. ered largely by Principal Shackleton, as the spark plug.

The McArthur Bros of the mill have had erected a slab carrier to take the firewood leagth slabs out a distance from the nul! It works well. 105 Roncesvalles Toronto, on Febru-

The annual meeting of St. Colum- ary 2nd., at 8.30 p.m. ba United Church, will be held Monday evenng, Jan. 29, in the

The annual meeting of the Agricultural Society was held on Friday afternoon in the dining room of the hotel, when some twenty members gathered to discuss matters in connection tie and Mrs. G. Shand. with the Society: Minutes and finanthe meeting, as of manner born. Mr. Mr. Aubrey McEachnie is making get the logs down. Wm. McBride, popular station agent a good recovery from his recent illhere was finally persuaded to act as ness and was able to sit up a short president by a standing vote. The re- time Sunday for the first. three years of arduous work, signify- new Dodge truck this week. retire, as he did verbally, a year ago, roads was the cause of fatal injury Mr. H. B. McLean is 1st Vice-Presi- to horses belonging to McPhail's, dent and Mrs. Don. Campbell Vice- Hardman's and McArthur's. President of the Ladies Department, Robt, Vause 2nd Vice-Pres. Following are the directors: Rev. J. A. Moir, W. Meads, Chas. Watson, Egt., H. A. Tucker, Art., J. P. McMillan, D. Campbell, A. J. McVicar, Neil McLean, W. J. McMillan. Lady directors: Mrs. W. McBride, Mrs. W. Aldcorn, Mrs. W. J. McMillan, Miss Edna Ferguson and Miss Bertha James, all re-elected with the exception of the first for the 1st Parold Karstedt and Frank

ance by all the directors, whole-heart-The W. M. S. and Willing Helpers Tom Weir. had their monthly meeting on Tuesday afternoon at the home of Miss Nellie McLean. Owing to the stormy day the attendance was small. Mrs. J. Nichol, Sr., presided over the meeting and opened with Hymn 506, followed with prayer by Mrs. Nichol. Mrs. Angus Hooper who was elected president at the annual meeting, re- The editor of the Kingston Whig- line by the way of Edmonton down signed and Mrs. W. McBride was ap- Standard has found that the people the Fraser canyon to Port Moody on

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THE PEOPLE'S

Keep in Stock for Sale the following Goods:

CUSTOM CHOPPING done every day and we turn it out

while you turn around.

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Will those requiring Fertilizer kindly

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Get our prices before purchasing else where. It will pay you.

JOHN McGOWAN

be held on Wednesday, Jan. 31st, when Mrs. D. Campbell, Mrs. A. Hincks, Mrs. McBride, Mrs. Boice, Mrs. Aldcorn and Miss Nellie McLean were appointed a committee to arrange for the program. Refreshments to be served. It was also decided to have afternoon teas. Mrs. McBride kindly offered her home for the first one to be held on Wedensday Jan. 31st, when all the ladies in the congregation are cordially invited. The prize of granite dishpan was given to the winner, Mrs. Hector McLean, for guessing the correct number of beans in the elopment of mines. contest. \$5.00 was made for the W. H. Society. The programs were drafted out for 1934 and each lady can have one. Lunch was served by Mrs. On Friday evening of this week, next meeting to be held at the home moving lantern slides will be given of Mrs. Colin McLean on Feb. 20th. by Mr. T. S. Cooper of Markdale und- Lunch committee, cake—Mrs. Suther- ing family the opportunities of educaer the auspices of the Y. P. S. of St. land, sandwiches—Mrs. Boice. Roll tion and a chance to make their own Columba, on some very interesting call to be answered by favorite icing way for a l'velihood.

The Y. P. S. met on Tuesday even- ters attended Bunessan school and was spent in games, etc. Lunch was exhibiting a friendly, brotherly feel- at the home of Miss Olive McMeekin. Mrs. Archie McCuaig returned nome

> Glad to report Messrs. Alex and and experiences of life sixty-four Donald Stewart improving. Dr. Miln3 years ago. and Miss Edna McCallum, R. N., are The managers would like all

poles or wood for church in by Feb.

SWINTON PARK FOLKS Will hold a Euchre and Dance in

ARCADE ASSEMBLY HALL Come and renew old acquaintances.

#### HOPEVILLE

Mrs. John Hill, of Boothville, spent the week end with Mrs. George Chris-

Under the auspices of Hopeville cial statement were read and adopted. Un'ted church a "Youth to Old Age" Affiliation fee passed, to be paid but social will be held in the home of Mrs. Donald Campbel!, who conducted tests, programme and a novelty tea.

tiring President, Mr. Whyte, after Mr. Walter Stewart invested in a ing by his absence that he wished to The icy condition of yards and

#### BOOTHVILLE.

Miss Anna May MacEachern and Ernie Williams have returned from

Mr. R. A. MacIntyre had the misfortune to fall while learning to skate and had a bone broken in his wrist. Dr Mountain of Dromore set it and he That time went by and no road was with standard size tunnels, etc. When io. Going to Nelson, B. C., he sold his Aussem were elected auditors, Sec.-Treas, to be elected by directors at a Grant MacCannel, son of Donald

MacCannel of Boothville, had to have that the Dominion Government has funds and made smaller size tunnels. Trict in West Kootenay.

During these years M. later date. Date of the show fixed for Sept. 20th and 21st. Pres. McBride having got a knock and put his teeth Carnarvon came to Canada and had trains over the line they found that

Sunday with her father, Mr. Weir, in veying and no work started, British these had to be widened. North Egremont, and Mr. and Mrs. Columbia was talking secession and Mrs. Farguhar MacKinnon of Price-

Mount Forest recently. Mr. and Mrs. Harry Falconer en- the arches bore a motto which read:

pointed president. Mrs. Aldcorn Vice- with the best teeth are in tribes where Burrard's Inlet. The surveyors were President. It was decided to have a they never saw a toothbrush, bue he's trying to find another route and final-

MILLS

Shorts

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FEED

Crimpled Oats

Oat Chop

Bran

## Thos. Binnie, a Former Glenelg Son, Prominent in Br. Columbia Development

After boyhood spent in Gienelg, Mr. Binnie went to British Columbia, Where he held many important positions in development of the province from the standpoints of lumber and mining industries, also building of the railways.

(By Isabelle C. McGirr)

with the railways in the course of their construction and with the devinnie was born at Riccalton, on the construction gang. In the

Scotland, on June 10, 1852, and was spring of 1881 he was appointed forethe third son of the late Mr. and Mrs. man and continued to work at this move to Canada was made by Mr. that railway construction was

Before he was twenty he had worked of squaring timber. In 1869 and 1870 The poles for electric lighting of after spending over a week visiting tives at Galt he made a trip to the he worked for Andrew Elliott at Galt. Ell.ott farm and recalled the events

> In April 1875 he left ship. Then he shipped on board the Westminster. He had never seen a steamer "Quebec" on the Beatty line train. British Columbia residents from Sarnia to Duluth. On the first had been used to waiting three or trip they took the first outfit for Sif- four weeks for a reply from a letter ton and Ward, contractors, for the sent to Montreal or anywhere in East-C. P. R. railway and this was left at ern Canada as the mail had to go

the only railway across the continent, eventful day have passed on, but the fall of 1894. to San Francisco, taking another boat Mr. Binnie's memory. in eastern Canada, British Columbia two miles.

From there he went up the Caribou He went then to the Burrard Inlet (where Vancouver is to-day) ed a piece of land on Coquitlam.

Confederation in 1871, it was on condition that a railroad would be built across Canada to the Pacifc coast with Victoria as the terminus. Toronto after spending two weeks that time Victoria was the only city and the capital of the Province and it was the place of power.

threatening to join the United States. In 1876, Lord Dufferin, the Governorville spent a week with her mother in Columbia, the city of Victoria was decorated for the occasion and one of tertained a number of friends to a "Carnarvon terms or secession." Lord Dufferin refused to go under this

arch until the motto was removed. Valentine Social in the basement of afraid his children will hear about it. ly, the Dominion Government under Alexander McKenzie decided on the Fraser River route to Port Moody by the way of Edmonton. This was splendid route. The Dominion Government engineers were limited to grade of about half of one per centthat is a grade of six inches to one hundred feet. The Dominion Government then let a contract to clear the right of way for the railway from Cache Creek on the Caribou Road near Ashcroft to Edmonton, about six hundred miles. They were also to put up the telegraph line. A gang was organized in New Westminster to do this work and Mr. Binnie was one of its members.

minion election took place on Sep- nation. ing the summer of 1879 the govern- were married in March 1891. ment made more surveys through the

steaders who hadn't completed their driver with a top buggy. (The latter property in New Westminster in 1885 Apply to A. McGILLIVRAY, homestead duties received a docu- in those days would compare with the or '86. ment from the Provincial Government automobile of today.) Though the In 1910 or 1911 the C. P. R. bought

to sign showing they had a claim and Very interesting is a sketch of the all who signed it held their lands. life of Mr. Thomas Binnie of New Mr. Binnie was among the number. Westminster, formerly of Glenelg. The homesteaders could go and work Grey County, Ontario. Mr. Binnie and no one could jump their claim. went to British Columbia as a young And the balance of the land was man and his work has mostly been transferred to the Dominion Govern-

started work at Yale as a rockman

Thomas Binnie. He came to Canada until the fall of 1885, when they met with his parents at the age of nine, the eastern construction gangs west arriving in Glenelg in July 1861. This of the Rocky Mountains. This meant and Mrs. Binnie to give their grow- pleted across the continent to Port Moody. The track was then laid and the first passenger train from Montreal arrived at Port Moody sometime in June 1886. The day this train was to arrive at Port Moody was on Sunday and Mr. A. J. Hill, a civil engineer, Mr. Wilson, principal of New Westminster Public School, Mr. Lunbum, a retired Swedish gentleman, and Mr. Binnie walked from Westminster the six miles to Moody to see the train come through Mr. Lunbum had left Sweden in his youth and travelled by boat to British Columbia in the early sixties.

> then went into cattle raising in the interior of British Columbia and had just sold out and settled in New

down the Pacific coast and across At the end of the second trip, Mr. the American continent. Now Binnie's liking for the life of a sailor mail service would be daily and this faded somewhat and the life on land fact seemed to strike Mr. Lunbum made a much stronger appeal to him. very forcibly as he watched the inarriving at Sacramento he took a boat events of the day are very fresh in

riving there in April. He looked for line from Coquitlam on the main line lands on the Gulf of Georgia, between work at logging and found it with of railway to New Westminster, a Vancouver Island and the main land. the Nanimo camps. He found logging distance of eight miles was construct. These islands are of the same geologconditions very different from those ed. Mr. Binnie had a sub-contract of cal formation as Nanimo coal meas-

the terminus of the Canadian Pacific of commercial value. wagon road to Kamloops where he took over the Canadian Pacific from a short course in assaying of gold, silworked on a farm for three months, the Government. Some of the mem- ver, copper and lead. He assayed for worked in the logging camp until Port Moody found there was no land the mining boom was over. miles and handed this over free of less. The agreement was to have the charge to the Canadian Pacific Coma new agreement made. This time six tunnels between Kamloops and Mrs. Ritchie and son, John, spent also elapsed and they were still sur- Cherry Creek were rather small and

contract on the New Westminster branch, the C. P. R. selected him as foreman of the workmen to widen and to raise the roof of the six tun- the residential section was destroyed. nels, about a foot and a half off each Fortunately Mr. Binn.e's home was side and about two feet off the roof. not destroyed. A few days later the

is nothing permanent. Mr. Binnie en building in the section of the town was always looking for some line of that had escaped the fire. The Bank work that would be permanent. So manager being well acquainted with he applied for the position of brake Mr. Binnie asked him if he wanted a man in the passenger trains on the job, and his answer was "You bet main line and was accepted. He work- your life I do." Mr. Binnie became ed first from Port Moody to Kamloops night-watchman and was there until and afterwards when the road was the new building was completed four completed to Vancouver, from Van- teen months later. couver to Kamloops. The crew with whom Mr. Binnie worked took in the New Westminster owing to the illlast passenger train that terminated ness of his wife, who passed on Nov. at Port Moody, and the next day dead- 20th, 1902. headed down on the first passenger train that came from Montreal to Binn e went to Nelson. The Athabas-Vancouver on the 23rd day of May, ca mine in which he had an interest 1887, (that is they took their outfit to had been shut down for some time Vancouver to be ready to bring out and was now re-opened. Here he op the second passenger train from that erated the cyanide plant that treated point.) Mr. Binnie worked as brake the tailings after coming away from man about two years. He saw pro- the stamp mill where the free gold motion coming to him but with the was recovered. The tailings which When about 80 miles of this work the conclusion that he did not wish above Kamloops up the North Thomp- to mix up with the conditions that son River was accomplished, the Do- then existed, and he sent in his resig-

tember 1878. Alexander McKenzie During the time that Mr. Binnie was defeated and John A. McDonald was brakeman he met a young lady came into power. He declared the on the train travelling from Newdecision of the Fraser river route was foundland to New Westminster who premature and stopped all work. Dur- afterwards became his wife. They

Pine River pass in the Rocking. In he bought a half interest in a truck Mr. Binnie among the rest. He spent all conveniences: will sell on satisthe fall of the same year the Govern- and dray business and immediately the winter of 1914-15 in old Ontario factory terms, or will rent. Apply to ment again decided on the Fraser after taking this over the city of New among relatives at Durham. river route and let the contract in the Westminster offered him the position The following year he went to work ham. spring of 1880 for the construction of of superintendent of works (new at Trail, B. C., for the Consolidated railway from Yale to Savano, a dis- streets being constructed.) He accept- Mining and Smelting Company and ed this offer and was at this work continued in the office of the zinc Previous to this under the McKen- from early spring to late autumn leaching department until the spring zie Government, the British Columbia when he sent in his resignation. He of 1929, when he resigned and since Lot 27 Con 7, Bentinck, Co. Grey, Government transferred all vacant then went into the office of the dray then has lived a retired life. lands from the coast to the summit, of business. Looking into things more Referring again to the property the Rocky Mountains, the boundary closely than he had been doing, he which Mr. Binnie homesteaded in 1877 barn 44 x 64, a good driving house of B. C., twenty miles on each side of found they were not as they should for which he received a clear title afthe railway to the Dominion Govern- be. The business was thriving—four ter homestead duties were completed, cumbrances. 1/2 mile from school. Imment for railway purposes. All home- teams at work each day and a fancy he traded this 160 acres for some mediate possession given, clear title

the business was thriving, Mr. Binnie property for railroad purposes te Cofound much more of the profits go- quitlam in which was included the ing to his partner than into the busi- land that Mr. Binnie had formerly ness, so he sold his interest back to owned. He was informed that the C.

thing to pay him. the church his parents, sisters and Lodge No. 9, A. F. & A. M., New brothers attended not knowing he Westminster. was coming home, the family received a big surprise at the close of the summer of 1929 and again this sum-

Returning to British Columbia in the spring Mr. Binnie was appointed Inspector of Construction on the first railroad from the United States' boundary, from Blaine to New Westminster, a distance of twenty miles. This was a branch of the Great Northern railway, U. S. A. Mr. Binnie was there until the road was graded and the track laid-about one year.

In the spring of 1891 he went to work again for the city of New Westminster and constructed the first reservoir for water supply for the city. The water was brought a distance of fourteen miles from Lake Coquitlam.

Mr. Binnie was then appointed by speedy recovery. the Dominion Government to the position of foreman at the Dominion Government quarries cutting out rock to make improvements at the mouth of the Fraser river. This was in the form of a jetty to confine the water of the river to one channel after it struck salt water. This sort of work their wood supply, to meet the dehas to be done at the Fraser river mand of the severe weather. each year. However, this was the last year the Government worked ing in the school-house last Friday ev- and about half acre of land, property from the mountain side closed oper- ening, Jan. 19th. There was a good

In the spring of 1893 the C. P. R. sent. A lengthy discussion took place were constructing a branch line from on the work of Boys' and Girls' Clubs HAROLD E. MOUNTAIN, M. D. Revelstoke to Arrow Lake on the Col- and it was decided to enter this work umbia river. Mr. Binnie worked with if sufficient numbers are willing to the contractor and was in charge of join. A committee of Misses Dorothy the supplies for the sub-contractors. Ritchie and Gladys Firth was appoint-This continued until March 1894.

This same contractor with whom Mr. Binnie worked had a contract of Girls' Home Garden Club and Messrs. constructing a mining ditch up in the Will Glencross and Dan Firth that of Caribou district. This ditch was about a Boys' Barley Club. It is to be hoped He went to Wisconsin, U. S. A., and coming train from Montreal. "An- the bottom and eight feet in width at approval and co-operation of all. The worked in the woods the winter of other train tomorrow," he exclaimed the top. Mr. Binnie continued in the program which followed was of a he left by train, the Union Pacific, were comrades of Mr. Binnie on that year and this job was finished in the birthday, Jan., 25th. The next meet-The next three years Mr. Binnie

was a member of a small syndicate at that point for Victoria, B. C., ar- In the spring of 1886 the branch which was boring for coal in the is- 2nd. no delegate to be sent. The meeting Mrs. Earl Walton on Friday evening, having such large timber. He work- In 1885, S'r Charles Tupper, Min- lands covered a distance of some sixures. The drilling on the different is- let in the Review may find a buyer. ed there for a month, and the water ister of Railways in Canada, officially ty miles. The deepest hole put down lowered in the river and they couldn't declared that Port Moody was to be was 1004 feet but they struck no coal

Railway. A syndicate was formed and In the fall of 1897 Mr. Binnie took bers of the syndicate came out to the public and did a good business at British Columbia and look'ng around his office in New Westminster until

they closed in December. Then for available for yards. Then the British In the summer of 1898, a British Columbia Government offered the Columbia mining company sent him about forty miles and worked until syndicate 6,000 acres of land at Coal to inspect a mine near Jack Fish Bay the fall of 1877. Next he homestead. Harbor now Vancouver. The com- on Lake Superior, belonging to a Torpany's charter did not permit them to onto company to report if the purextend the main line farther than chase of this mine would be a good When British Columbia entered the Port Moody, but their charter allowed investment. Taking his complete asthem to build branch lines anywhere, say outfit to the mine, he sampled the so they bu'lt a branch line from Port mine thoroughly and also other mines Moody to Vancouver. The Dominion in the neighborhood belonging to the Government constructed the railway same Toronto company. His verdict from Port Moody to Savona, a dis- to the British Columbia company was tance of something over two hundred that the mine was absolutely worth-

Before returning to British Columrailroad started by a certain time. pany. This part of the road was built bia he visited his old home in Ontarstarted. The B. C. Government then the C.P.R. took this over and con- assay outfit to the Athabasca Gold complained to Downing Street, the tinued further construction of the Mining Company and went prospec-Colonial office, in London, England, road, they were evidently short of ing through the Slocan mining dis-

During these years Mr. Binnie was putting his money into the Athabasca mine which was very rich on the surface but at a depth proved to be a failure. He returned to New Westminister on Sept. 6, 1898, "dead

The city of New Westminster was burned two days later-Sept. 8, 1898. All the business district and much of In less than two months the work Bank of Montreal was able to enter their vault and recover their books. In constructing public works there They began business in an old wood-

The next three years he spent in

carried gold that was not free went to the cyanide plant and was there recovered by the cyanide process. For nine years Mr. Binnie was at this mine. Some of the time it was operaand in the hands of the liquidator.

In 1911 Mr. Binnie resigned and accepted the position of tie inspector for the C. P. R. He was on this job until the Great War began in 1914. After his resignation as brakeman Late that year all hands were laid off.

his partner, who mortgaged every. P. R. paid \$1,000 per acre for this

land which was level and Early in 1890, Mr. Binnie took his for freight yards, east of Vancouver. first trip home, arriving in Durham Mr. Binnie is a member of the Pionon a Saturday night train. He stayed eers Association of Vancouver and in town and in the morning went to for 49 years a member of Union Mr. Binnie visited Durham in the

mer of 1933, leaving for New Westminster on October 28.

#### **EDGE HILL**

Masters Stanley and Keith Greenwood of Durham spent the week end with their uncle, Mr. John G. Firth. Messrs. Marshall Dean and Bert Boyce of Hamilton spent a day recently with the former's mother, Mrs H. Dean.

Master Jack Williams, son of Mr. and Mrs. V. Williams had the misfor-This was finished in the spring of tune to sprain his wrist while playing at school. We wish him a most

Mr. Archie MacDonald has purchased a horse from Mr. M. Dwyer. Miss Agnes Anderson is spending some thene with her sister, Mrs. E. Peart, Glenelg.

Everybody is busy replenishing

representation of young people preed to supervise the organization of a ing is to be in the form of a sleigh-

If you have something you are not using, why not sell it? A small ad-

riding and tobogganing party, on Feb.

#### Sanctuary

Up in Muskoka, in the land of sparkling lakes and pure, fresh air, stands the Muskoka Hospital. On the banks of the Humber River, also an ideal location, are the Toronto and Queen Mary Hospitals -sanctuaries for those who have been stricken with consumption. What pilgrimages they have seen of men and women and little children who, on the verge of despair, have turned to them as a last resort. And still they come.

They have fought against an unseen foe until strength and means have been exhausted. They must have help. Not for riches nor for pleasure do they seek—a chance to get well is all they ask. For means to carry on this great life-saving work, these hospitals are largely dependent upon the gifts of warm hearted friends. The good they can do is limited only by the money in hand. Will you send your gift to George A. Reid, Treasurer, 223 College Street, Toronto 2.

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1931 DE SOTO 8 SEDAN 1930 FORD TOWN SEDAN 1930 CHEV. COACH

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5 pairs Men's fleecelined bals, sizes 1-61 1-7. 1.71, 2-8, were \$4.50 3.90

5 pairs Men's Kid Bals sizes 1-6 yr, 2-7, 1 712, 1-10. regular \$5 values ... 3.50

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