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R. A. McCarter

PHONE 57-2 JARVIS, ONT.

WORK ON PORT DOVER HARBOUR

(Continued from Page 1)
amount for Port Dover—\$62,000—
be passed.

The Engineers plans call for the demolition and removal of the remaining sections of the old east pier. In order to maintain a semblance of protection during construction to the fishing fleet and other craft, the old pier will for the moment remain in place until the new work is completed. To accomplish this the new pier will occupy a different and more advantageous site. It will have a greater length extending seaward until it reaches a length approximating that of the present west pier. From that point shoreward it will run directly to the east end of the lumber seawall at the foot of Brant Hill. The entrance between the present west pier and the new east pier will have a width of at least 90 feet and giving greater width between piers as the harbor is approached, forming a turning basin of four times the present area.

The details of construction have been decided upon and the pier will be of timber and concrete. The soil of sand and clay will be excavated to bed rock and rock-filled timber cribs of British Columbia fir built and sunk on the site, the top timbers reaching within about eighteen inches of low water level. On top of the rock-filled cribs which will be joined into one continuous section will be placed cast concrete blocks with a batter on the weather side to break up the sea during a storm. On top of the pre-cast blocks forms will be set to receive a monolithic pouring of concrete to finish the top to a height of about six feet above water. The whole structure will be of a permanent nature. The estimated cost of the work is around \$125,000 and it will take two seasons to complete.

It is generally conceded in the port and surrounding district that when the contract for this local improvement is awarded that it should go to a local firm and a considerable portion of the labor secured right here in the village. There is one company of engineers and contractors located in the county that will be tendering for this particular kind of work and as they have the equipment and are fully experienced, and from the manner in which they have carried out large undertakings in the past, and with all other things being about equal there should be no hesitation in seeing that the contract comes to Port Dover.

Of course it is not good policy to start and cheer until we see the work actually under way, for an old proverb reminds us "there's many a slip but it does begin to look as if Port Dover is getting some recognition at Ottawa from the powers that be, and while he is busy sponsoring the bill of the Port Burwell-London railway

and striving to steer it through the intricate windings of the Railway Committee, Billy Taylor still finds time to look out for Port Dover and its needs. Keep up the good work!

AUTO CRASHES INTO PORT DOVER OFFICE

Disregarding the Stop signs and approaching main street from Chapman street at a fair clip yesterday Thursday, afternoon a Gray-Dort car owned and driven by Mr. J. A. Wallace, of Toronto, was perhaps mainly responsible for a big crash, in which the 8-cylinder Stutz car owned by A. Benson Ivey and the Roy T. Gibson insurance office got the worst of it. Mr. Ivey was proceeding along main street, and noticed the car approaching from Chapman, but, as he had the right-of-way and also as Chapman street is a "stop" street, he expected the other car to pull up. However, it appears that the Toronto car attempted to cross main street, the driver applying his brakes when in about the centre of the roadway, and in an effort to avoid a crash Mr. Ivey swerved and in attempting to bring his car to a sudden standstill his foot touched the accelerator instead of the brake, with the result that the Insurance Office was badly wrecked. Luckily, no one was hurt, but it is a safe bet that had it not been for the safety glass that is one of the big selling features of the Stutz car, that the occupants would not have escaped so luckily. In a few minutes a large crowd assembled and a number of men helped to back the car out of the building and the extent of the damage was ascertained. The insurance adjuster who has viewed the partially wrecked car and the building, would not divulge any information for the press.

And once again comes the demand for action. For some time past there have been numerous complaints that the Stop Signs placed around town were being regarded as a joke by motorists. Very few, if indeed, any drivers stop before coming to Main street, and what's the use of passing by-laws unless they are enforced. In Simcoe they are hot-foot after the motorist who does not stop and the fine and costs in almost every case amounts to \$15.00 which tends to discourage those who think they have time to bother or "don't believe in signs, anyway."

Port Dover invites tourists to come here and enjoy themselves, and we'll gladly give them "the key to the town" but it must not be forgotten that other people, too, have rights and these should be respected. The Jarvis people, too, are not overlooking those who fail to stop when approaching the highway, and we are sure in saying that many local motorists know this from experience and from "gentle reminders" mailed to them in due time from G. L. Miller, the clerk of the Court.

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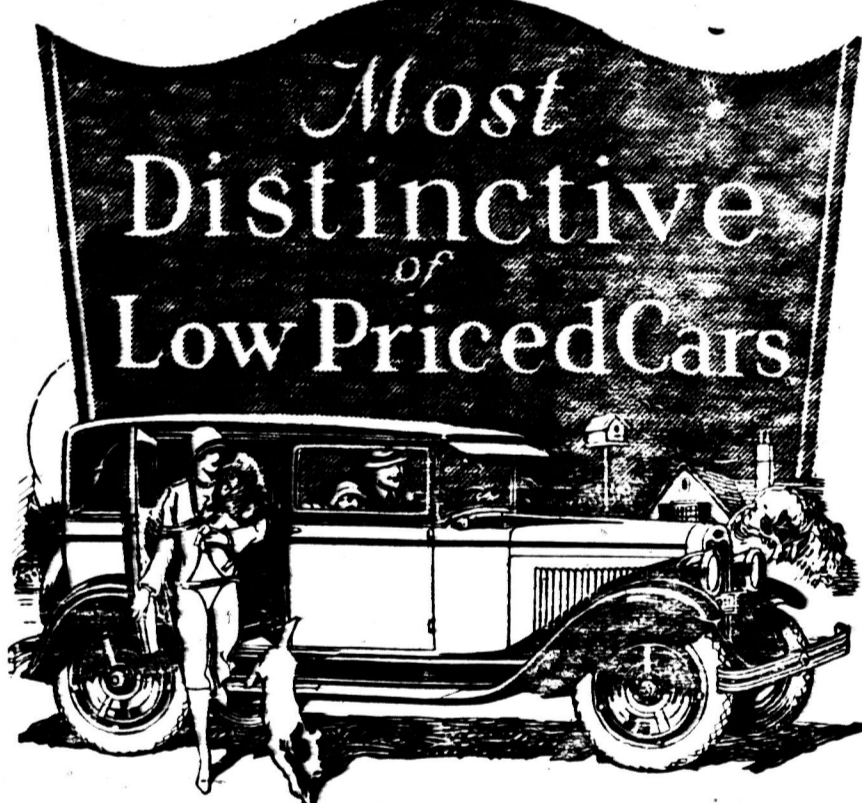
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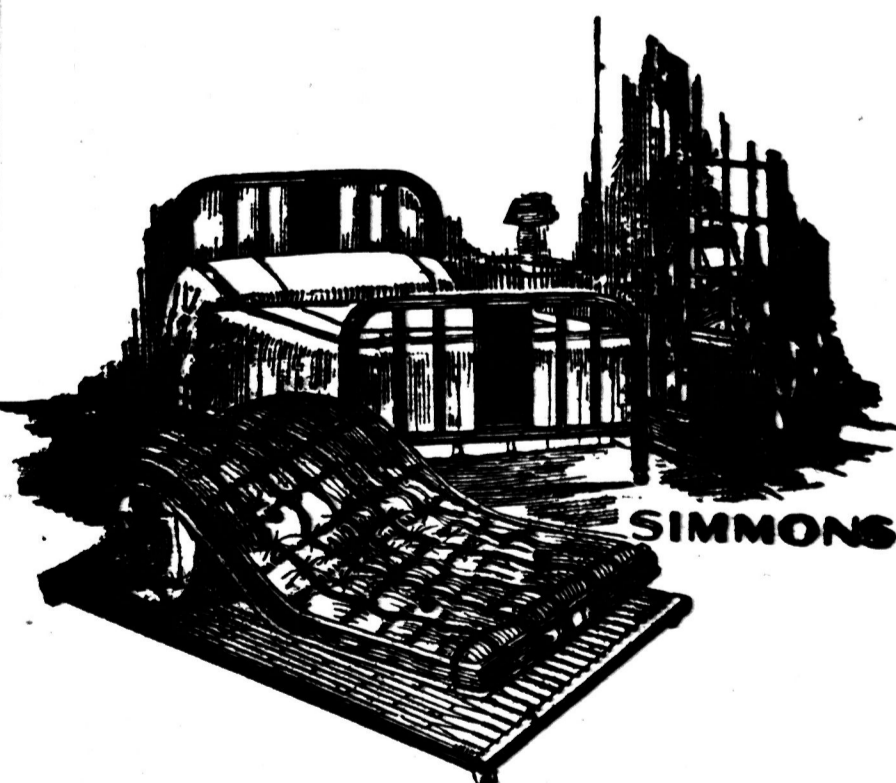
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EXONE

CHAS FALLOON LESS IN CONN AUTOMOB

The inquest into the death of William Graham, the son of the late William Graham, killed on Sunday, July 1st, 1923, on the highway between Port Dover and Simcoe, Ontario, was held on Monday morning at 10 o'clock in the forenoon, when the jury returned a verdict that the death was due to the negligence of the driver of the automobile, Charles Falloon, who had been arrested on a bail of \$15,000 on Monday morning.

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KINDREE

The wedding of the daughter of Henry Marshall, (nee, son of Mr. Kindree of Nanticoke, Monday, June 4th, 1923, at the home of the bride, Mrs. Cheapside, Rev. J. The bride, who was given in marriage to a lovely in a Georgette crepe dress. She carried a bouquet of Killarney the valley. Mrs. Simcoe, sister of the wedding music. The bride's mother, painted black silk gown's mother, black crepe char. The ceremony dinner, covers by guests. The bride's house decoration and lilies of the Mr. and Mrs. motor trip around Buffalo and other points in a black beige broadcloth. On their return to Nanticoke.

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