

# JARVIS RECORD.

VOLUME XXIII

JARVIS, ONT., WEDNESDAY MARCH 6, 1901.

NUMBER 10

## BANK OF HAMILTON

HEAD OFFICE:  
HAMILTON, CANADA.  
CAPITAL paid up - \$1,703,000  
RESERVE FUND - \$1,234,000

**Directors:** John Stuart  
Vice-President, A. G. Ramsay  
John Proctor, George Rosch  
A. T. Wood, M. P. A. B. Lee (Toronto)  
Wm. Gibson, M. P.

**Cashier,** J. Turnbull  
**Asst. Cashier,** H. S. Steven  
**Inspector,** H. M. Watson

### Norfolk County Branches:

**SIMCOE, DELHI, PORT ROWAN and JARVIS**  
A General Banking Business Conducted.  
British, United States and Foreign Drafts  
bought and sold. DEPOSITS purchased.  
Travelers are notified that the Bank of  
Hamilton and its Branches issue Circular  
Notes of the National Provincial Bank of  
England, Limited, which can be cashed  
with out charge of trouble in ANY PART  
OF THE WORLD.

### Savings Bank Department

DEPOSITS of \$1.00 and upwards received.  
Interest allowed at current rates and ADDED  
EVERY SIX MONTHS. DEPOSIT RECEIPTS  
issued at current rates of interest.

Special attention given to  
**PAYMENTS OF BUSINESS**

Advances made on approved notes.

Collections promptly attended to.

BRANCHES have been opened at Delhi,  
Jarvis and Port Rowan, affording the public  
greater facilities and convenience.

NO FORMALITIES NOR DELAYS.

### OFFICE HOURS:

DELHI—10 a.m. to 3 p.m.; Saturday 10 a.m.  
to 1 p.m.; A. B. Stennett, Agent.

JARVIS—10 a.m. to 3 p.m.;  
Tuesday, Thursday and  
Saturday.

PORT ROWAN—10 a.m. to 3  
p.m.; Monday, Wednesday  
and Friday.

SIMCOE—10 a.m. to 3 p.m. (Excepting  
Thursday—Bank in Simcoe closing at  
1 p.m. on that day.)

**J. BUTTERFIELD, Agent.**

## LEGAL

### SLAGHT, BACKUS & SLAGHT,

BARRISTERS, SOLICITORS, ETC.

OFFICES ON PVEL AND ROBINSON STREETS,  
SIMCOE, ONT.

MONEY TO LEND ON MORTGAGES

E. R. SLAGHT, C. C. BACKUS, A. G. SLAGHT

### ANSLEY, WELLS & INNES.

Barristers, Solicitors, Notaries, Etc.

MONEY TO LOAN at Lowest Rates.

J. H. ANSLEY, Crown Attorney,  
JEO. W. WELLS, Q. C. HUGH P. INNES

Office—Corner Peel and Colborne Sts.  
Opposite Court House, Simcoe.

### JOLTER & GOODMAN,

BARRISTERS, SOLICITORS, &c.

JAYUGA, ONTARIO

## MISCELLANEOUS

### COUNTY COURT SITTINGS,

CAYUGA.

County Court and General Sessions with  
Jury 12th June and 11th December, 1900.

County Court without Jury 3rd April and  
2nd October, 1900.

### DIVISION COURT SITTINGS,

JARVIS.

January 10, March 7, May 2, July 4, Sep-  
tember 5, November 7, 1900; January 9,  
March 6, 1901.

C. E. BOURNE, Clerk.

### ANDREW RODGERS,

ISSUER OF MARRIAGE LICENSES,

AND CONVEYANCER.

JARVIS, ONTARIO

### S. W. HOWARD,

DRUGGIST AND BOOKSELLER.

Notary Public, Issuer of Marriage Licenses,  
Telegraph and Insurance Agent.

JARVISVILLE, ONTARIO

### Jarvis Shaving Parlor,

Main Street Jarvis,

C. H. CULP, Proprietor.

Agent for Parisian Steam Laundry.

Ship each Wednesday.

A call solicited.

### Wedding Bells.

The home of Mr. Neal McNeil, Woodhouse, was the scene of a beautiful house-wedding on Wednesday, 27th February, when his second daughter, Miss Rachael, was united in marriage to Mr. Robt. W. Nixon. Shortly after 1 p.m., to the sweet strains of the wedding march played by Miss Fallis, the bride entered the drawing room leaning upon the arm of her father. Under a beautiful floral bell the happy pair plighted their troth and were united in wedlock by the Rev. John Abraham of St. Andrew's Church, Whitby, uncle of the bride, assisted by Rev. G. A. MacLennan of Knox Church, Jarvis. Miss Annie McNeil was bridesmaid and Mr. Austin Shand, Simcoe, groomsmen. At the close of the service the hearty congratulations of the friends present were extended to Mr. and Mrs. Nixon. Thereafter the guests to the number of 70 adjourned to the dining room and partook of a recherche dejeuner served in splendid style. Toasts were drunk in honor of the bride and groom, the bridesmaid and groomsmen and the parents of the newly wedded couple, to which fitting spouses were made.

The bride was becomingly attired in a beautiful dress of cream serge with satin trimmings and wore in her hair orange blossoms and carried a bouquet of white carnations. The bridesmaid's dress was of pale blue poplin with white satin trimmings, and she carried a bouquet of pink and white carnations. The presents were many and costly. The groom's present to the bride was a magnificent gold watch, to the bridesmaid a beautiful golden circlet set with pearls. Mr. and Mrs. Nixon left for Simcoe amid a shower of rice, old shoes and good wishes, where they took the Wabash fast mail for Rochester and the east.

### Notes From Erie

Last Friday evening a number of young people assembled at the residence of Mr. Wm. Shuter and spent a most enjoyable evening in music and progressive euchre. Miss Bessie Fleming was the successful winner, getting the highest number of marks and Mr. Fred Atkinson, teacher at S. S. No. 5, formerly of Caledonia, secured the booby prize.

Miss Minnie Widdis of Brantford, is home for a few weeks holidays.

Mr. Thos. Watson of Greenwood B. C., a brother of Mrs. Wm. Dochstader, is a guest at the Walpole House.

Mr. and Mrs. John Finch of Brantford spent Sunday here the guests of the former's parents.

Mr. Wm. Shuter Sr. is recovering from a severe attack of the grip.

Miss Edith Morrison of Garnet, is visiting here the guest of Miss Alice Forrest.

Mrs. James Swing and son Henry have returned home from an extended visit with George and John Swing of Lockport, N. Y.

Master and Kindree of Decesville spent a few days visiting his sister Mrs. Jas Dockstader.

Mr. W. E. Dochstader of Hagersville has purchased the new livery barn that he has occupied for a few months from Mr. Wm. Swayzie and is now the owner of one of the finest livery stables in the County. Mr. Dockstader was a former resident here and we wish him every success.

### Varency Notes.

Mr. Silas Snyder is recovering from a severe attack of La Grippe.

Miss Ina Miller spent Sunday in Jarvis the guest of Miss Mattie Wright.

Misses Lizzie and Edna and Mr. Eb Rodgers were at "Craiglea" on Sunday.

Dame rumor has it that one of our popular bachelors will enter the state of matrimony next week.

Mr. Geo Miller is in Toronto this week attending the annual meeting of the Mutual Fire Underwriters Association of Ontario.

Owing to the public school at Kohler being closed by the smallpox scare, Mr. and Mrs. Ernest Walker are holidaying at the parental home of the latter.

Mr. and Mrs. R. Parkinson, Mr. and Mrs. Thos Jacques master Lorne Jacques and Miss Pearl Parsons visited friends at Pt. Dover on Sunday.

An exhibition of lime light views

was given at No. 11 Woodhouse on Monday night by the well known comedian Mr. Collins of Pt. Dover.

### Nanticoke Notes.

Assessor Anderson is in the neighborhood this week.

Mrs. John Doughty is on the sick list.

Miss Stella Marr and Gordon Miller of Varence were the guests of Miss Lou Hind over Sunday.

Mr. George Weidrick's home from British Columbia on a visit.

Mrs. L. Hind returned last Saturday from a visit with her son in Walsingham.

Miss Effie Weidrick and Miss Nellie Jackson spent Sunday with friends in Pt. Dover.

The saw mill is doing a rushing business these days.

Revival Services in the Methodist church will be continued throughout the week. Services at 7.30 each evening.

### Card of Thanks.

I desire to convey to my many friends my sincere thanks for their kindness and sympathy during the illness and death of my husband, also to thank The Temperance and General Life Assurance Co. for their prompt payment of the insurance on his life in that Company, the claim papers being completed and sent in on Monday the 25th inst., and a check for the amount of \$1000, being returned on the following day.

Adeline McMurchie.

Quite a number from Jarvis attended the carnival and hockey match at the Hagersville skating rink last Friday night, but the hockey match failed to materialize owing to the Waterford team being unable to attend.

The Masonic brethren of Hiram Lodge, A. F. & A. M., Hagersville, presented their townsmen, Mr. D. J. Almas, with a valuable chair, accompanied by an address, setting forth their appreciation of his worth to the society and extending congratulations on his recent marriage.

We learn that Mr. J. Y. Murdoch has been appointed the Local Representative of The Mutual Life Co. of Canada formerly known as the Ontario Mutual Life Insurance Co. and for which Mr. Duff was agent.

Mr. Murdoch has also accepted the Representation of The Dominion Accident Insurance Co.

George Yule received a message yesterday stating that his brother James Yule, of Oneida, near Caledonia, died Monday night. Deceased was kicked by a colt and trampled last Saturday, receiving such injuries as to cause his death. The funeral will take place on Thursday afternoon at 1 o'clock.

Massey Harris Delivery—On Wednesday next, March the 13th, the manager of this branch of the above firm will deliver machines to the value of about \$3500, to his customers and entertain them to dinner at the various Hotels, after which they will be photographed by Mr. Millenbacher. Farmers getting machines are requested to come as early as possible in order to get the loading through with before the noon hour.

### Safe Register.

There will be sold by public auction on Lot 10, Con. 11, Walpole, on Thursday, March 14th, at 1 p.m., the farm stock, implements, etc., belonging to Mr. Andrew Hewson. For terms and list of articles see posters. J. W. Rodgers, Auctioneer.

### BORN.

SMITHSON—In Jarvis, on March 6th, the wife of Homer A. Smithson, of a daughter.

### MARRIED.

NIXON—McNEIL—At the residence of the bride's father, on Wednesday, Feb. 27th, by the Rev. John Abraham, Whitby, uncle of the bride, assisted by the Rev. G. A. MacLennan B. A., Mr. Robert W. Nixon, to Miss Rachael, second daughter of Neal McNeil, all of Woodhouse.

### DIED.

SILVERTHORNE—In Walpole, on Tuesday, March 5th, Elizabeth Silverthorne in her 86th year. The funeral will leave the house on Thursday at 11 a.m. to Methodist Church Cemetery, Chesapeake.

## THE Canadian Steam Carriage Company, Limited.

Incorporated under the Ontario Companies' Act.

Authorized Capital \$250,000.00

5000 Shares of \$50 each.

3,500 Shares of Common Stock \$175,000

1,500 Shares 6 per cent. Preferred Stock \$75,000

SOLICITOR: W. J. Clark.

BANKERS: Ontario Bank, Yonge St. Branch, Toronto.

President - JAMES CURRY, ESQ., - Toronto  
Vice-President - J. M. STAEBLER, ESQ., - Berlin  
Secretary - E. H. HILBORN, ESQ., - Toronto  
Treasurer - THOS. McLAUGHLIN, ESQ., - Toronto

### BOARD OF DIRECTORS

JAMES CURRY, Banker and Broker, Toronto. THOMAS McLAUGHLIN, Financier, Toronto.  
E. H. HILBORN, Pres. Ont. Peoples Salt Co., Toronto. ANDREW BATES, of Dodds & Bates, Toronto.  
G. I. RIDDELL, Imperial Life Ins. Co., Toronto. J. M. STAEBLER, Capitalist, Berlin.

Secretary's Office: 24 Manning Arcade, Toronto.

Factory to be Established at

PORT DOVER, ONT.

## PROSPECTUS.

### Object of Incorporation.

This Company has been organized for the purpose of manufacturing Automobiles in various styles, including Pleasure Carriages, Single and Double Road Wagons, Gladstones, Stanhopes, Victorias, Bus, Delivery Wagons, Business Wagons of all kinds, Drays and Coal Trucks to be self-propelled.

### Property and Equipment.

The factory will be one of the most unique and best equipped in America. The machinery will be of the most modern character combining all the latest improvements enabling the Company to turn out the parts in each carriage perfect duplicates of each other, causing them to operate together with as great precision as the movements of a watch.

### Capital and Revenue.

The cost of the factory, when complete, including machinery, tools, power and all equipment, from carefully prepared estimates of engineers, will be about \$25,000. The history of other establishments for the manufacture of these Carriages, both in the United States and Europe, show large returns on the investment from ready and increasing sales.

### Automobiles.

The inventive genius of the age has for many years been interested in perfecting horseless carriages and has now succeeded to an extent that has astonished even the genius employed America, which holds the first place in the design and beauty of her modern horse vehicles, has taken an advance step and assumed the lead in Motor Vehicles also. The Horseless Carriage is beyond question the vehicle of the future, the demand for them is rapidly increasing and will in a short time be as great as has been the demand for bicycles, in fact it is conceded by all that the Automobile is now where the bicycle was ten years ago, viz., on the verge of universal demand.

The Canadian Steam Carriage Company has practically reached perfection in Horseless Carriages. Their Carriage is fast, light, and economical in motive power.

It surpasses all others in lightness and economy of motive power.

It costs but a trifle to run it, and makes no noise, smoke or odor.

It can run up to 30 miles an hour on a good road and the rate of speed may be changed instantaneously at the will of the driver, or person in charge.

Anybody can operate it.

It is suitable for either city or country use, it is always ready day or night, and will run on any kind of road, hard, soft, level or hilly.

It requires no urging, will not tire with a hard drive, does not take fright at unseemly objects, and stands without flinching.

These Carriages can be manufactured and sold at a price that puts them within the reach of almost everybody.

None but the very best materials are used, and the construction is under the supervision of the best skilled mechanics, so that the carriages are models of beauty and efficiency.

When the water in the boiler is perfectly cold, steam can be raised and the carriage in motion in six minutes.

The Canadian Steam Carriage Company, realizing the rapidly increasing demand for these carriages, commenced a series of experiments about a year and a half ago, and secured the services of mechanical engineers skilled in Horseless Carriage construction, which experiments they carried on continuously until satisfied that they had reached an acme of perfection in this system of locomotion. The larger portion of the time and expense spent in these exhaustive experiments were largely used in perfecting the motive power and controlling apparatus, and the success achieved has been all that could be desired.

With 3 1/2 horse motor, which is little larger than a patent pump, to a one-seated carriage, hills, mud or sand appears to be no obstacle. In fact this motor is acknowledged by experts to be the simplest, lightest, strongest and most easily controlled of any yet devised, while the boiler is absolutely non-explosive and cannot be blown up no matter how it is used.

The Company are assured that they have an Automobile which answers all demands, fills all necessary conditions, and is the only one found, so far, that will fully satisfy the body or gentleman who wishes a perfect pleasure carriage, the business man whose house is four or five miles away from his office rendering quick transit desirable, or the physician making calls in all kinds of weather whose turnout must stand outside tied to a post sometimes for hours.

It being admitted that the demand exists and that it is sure to increase, the next question is "what is the best and cheapest power?" This question is already answered by the application of steam to the Horseless Vehicle. ELECTRIC-PROPELLED vehicles are merely playthings compared with the steam vehicle. The average electric carriage can work only eight hours out of twenty-four, and what is worse, not eight consecutive hours. In other words it exhausts in a few hours all the energy it can store, and is able to run only a few hours when it must be re-charged hours all the energy it can store, and is able to run only a few hours when it must be re-charged hours all the energy it can store, and is able to run only a few hours when it must be re-charged.

The station practically destroys its usefulness outside of large cities. The Steam Carriage can run continuously and at a high rate of speed if desired. In the recent racing contest in New York City, in which all classes of Automobiles competed, the race was easily won by the Steam Carriage. And now that the Steam Automobile has distanced all competitors and become recognized as the coming carriage, an unlimited sale is assured.

The demand for Steam Automobiles is world-wide, and Canada, England, and the United States will undoubtedly supply the best bulk of that demand for years to come.

From careful estimates these carriages can be manufactured on a limited scale for \$500.00 each, and on a large scale the cost will be very materially reduced.

An American made carriage very similar in appearance but not equal to this, is being sold in Canada for \$800, but is sold at the factory in the United States for \$650, the difference being duty, freight and agent's commission for selling. This means at least 150 per cent. profit on the cost of manufacturing, and if the Canadian Steam Carriage Company's carriages were sold at the same price as theirs, it would leave them a margin of profit of nearly 300 per cent.

Applications for stock can be secured at the Toronto or Port Dover offices.