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Phone 19 JARVIS.

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- Four Dinner Sets, regular \$12.00 for \$8.00.
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- 20 doz. Plates regular \$1.20, \$1.00 86c. at 70c.
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- Hundreds of odd pieces at half price.
- # Bars Comfort Soap, 25c.
- # Bars Surprise Soap, 25c.
- # Bars Canada's best Soap, 25c.
- Morrow's 1 lb. can Baking Powder 20c.
- 20 lbs Granulated Sugar, \$1.00.
- 22 bright Coffee Sugar, \$1.00.
- 3 pts. Corn Flakes, 25c.

All our shelf goods at Reduced Prices. Call early and often for the short time.

As ever yours,

**T. E. MORROW**

## Value Of Space

SPACE VALUE IN THE JARVIS RECORD is worth more to those wishing to reach the homes of Jarvis than by any other method or use. This journal goes into all the homes all the time. It is appreciated and READ BY HUNDREDS.

If you want to rent an office, home, etc., there is no better way than through these columns. Likewise the sale or attention of any article. It is true our rates are just a little higher than some other journals, but value counts. There is more value in Jarvis advertising than the rate warrants. Try us!

## OUR JOB DEPARTMENT

is replete with type, machinery and workmanship—the best money can produce. We handle all classes of job work, with speed, quality, and accuracy. Such as:—

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## THE RECORD

WEST SIDE FRONT STREET PHONE 37

### A Necessary Food Supply

Some comparisons of records indicate that indefinitely better returns some dairymen obtain from their cows than do other owners of herds. One lot of milk testing 3.4, delivered at a factory last month was 25,000 pounds, the yield of 20 cows in two herds. Two herds also totaling 20 cows and producing 3.4 milk gave only 12,300 pounds during the same month. These are not extreme comparisons because in many known cases the test was lower and the total pounds of fat delivered would be consequently far lower. Apart, however, from the weight of fat and the momentary value of the milk, think of one group of twenty cows giving in one month four and a half tons of milk more than the other group. It needs no stretch of imagination to picture the consternation there would be if Canadian cows in general were as poor as these twenty Ontario cows: people need milk, plenty of it, as a good, nutritious food in these days of high prices. But if poor cows with only low yields are kept, where would be this necessary and universally appreciated food supply? Fortunately, through systematic cow testing, these comparisons are possible, so that an incentive is furnished to every owner of a poor herd to keep cows more worthy the name of "dairy" cows. Simple records, easily kept give definite information acting as guide posts to herds bred and fed for large yields.

The lazier a person is, the more willing he usually is to work his tongue overtime.

There is something better than stopping to count ten when you are angry: count a hundred.

A woman is of the contradictory sex. She can give a negative answer in a positive manner.

### One Death Every Four Hours "Consumption" the Cause

Six people die every day in Ontario from Tuberculosis—at the rate of one person every four hours—a total of over 2500 deaths every year—equivalent to the wiping out and loss to the community of a good sized town.

An appalling loss of life. The pity is that this continual sacrifice is unnecessary. These lives, or most of them, might be saved.

Pioneer work in the Crusade against Consumption has been done by the National Sanitarium Association. The hospitals at Muskoka and Weston are to-day standing evidence of the magnificent achievements of the Association.

One branch of the Association work—a free illustrated Lecture with seventy-five lantern views—is delivered by Mr. J. B. Watson, Field Secretary of the Association.

This lecture will be given on Tuesday evening, Nov. 18 inst., in the Lecture Room of the Presbyterian Church. A collection will be taken at the close in aid of the Muskoka Free Hospital for Consumptives.

"The amount of information which Mr. Watson was able to convey to his hearers in a short time was marvellous. His style of delivery was excellent."

"Those who heard Mr. Watson's lecture were interested, informed and pleased."

"The wonderful lecturer gave most valuable information in a manner most thoroughly entertaining."

"Admirably practical and instructive."

"A speaker of unusual ability."

"A most thrilling lecturer."

Such is the chorus of praise, without any note of dissent, which has greeted Mr. Watson's lecture during the past two years.

The lecture explains in a simple, interesting, and complete way exactly what the disease is, how to avoid it and how to treat it.

Parents, especially should know how to protect themselves and their children. Every private individual—man, woman, and child—is in danger and should know how to combat it.

It is not too much to say that this lecture has been the means of saving many lives. It answers questions everybody is asking. It is in simplicity itself—a child can understand.

To attend such a lecture is a privilege. We heartily commend it to our readers.

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### Get This Out

It is worth your fare to Hamilton and return on an account of \$10.00 or over.

Dr. FRD L. WILLIAMS, Dentist.

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### The Peril of Fire at Sea

The two principal risks to which those who travel by sea are exposed are foundering and fire. Eighteen months ago the loss of the Titanic proved that even in these days of highly developed ship construction, the first of these risks was ever present and might be attended with appalling consequences. To-day that first ever-present menace in ocean travel—may occur at any moment, and may be attended with enormous loss of life.

The lesson of the Titanic disaster has been laid well to heart; and it is realized that, as far as mechanical possible, every ship should be built with such complete subdivision that its foundering at sea will be a very remote contingency. The lifeboat of the future must be a larger and more seaworthy craft, propelled by motors and capable of reaching the nearest rescuing steamship in safety.

But now comes the tragedy of the Valturno with its imperative demand that a searching investigation be made of fire prevention and control on ships at sea. At the time of the loss of the Titanic, it was urged that in the investigation of the question of safety at sea, the subject of fire risk should be given full consideration. This winter they will be held in London a great international gathering of experts to determine the best methods to prevent a repetition of such a disaster as happened to the Titanic; and the burning of the Valturno emphasizes the necessity for giving the deliberations of that gathering the broadest possible scope by including the subject of fire protection.

If carefully compiled governmental statistics of such fires, great and little, as occur on ships at sea were periodically published, the public would be amazed to learn how many and how serious the fires are. The passenger steamship companies are well aware of the imminence and seriousness of this risk, and the speed with which such fires do occur in the passenger accommodations of ocean liners are put one reflects great credit upon the watchfulness and efficiency of the officers and crew. It should never be forgotten that the long reach of passenger accommodations, piled up as they are, deck above deck, and filled with highly inflammable materials, calls for special provision against spread of fire in the way of steel bulkheads, carried clear across the ship from side to side and extending to the top most deck. These fire bulkheads should be provided with effective fire doors wherever they are intersected by the alleyways, and fire drills, with every member of the crew at his station, should be regularly carried out. Each fire compartment as thus divided should be provided with its own independent fire hose connections, and these should be numerous, well distributed and of large capacity.

It is not the small fires in the passenger accommodations, however, which grow to serious proportions; the fires that endanger the ship, such as this that broke out on the "Valturno," originate below deck, and usually in the hold, as in the coal bunkers. Such fires as do occur in the break on the "Imperator" are difficult to get at, and exceedingly difficult to put out. A coal bunker fire is proverbially stubborn and persistent, and an officer of the navy has recently told us that in this service, the long-continued filling of an entirely closed bunker compartment with a fire therein. A fire in the hold of the ship, particularly if it is filled, as in the case of the "Valturno," with highly combustible material, presents an even more puzzling problem; for it is more difficult to exclude the air from a hold than from a coal bunker.

Why is it that the automatic sprinkler, which has proved so highly efficient ashore, has not been applied to the protection of ships? Structurally considered the problem should not be a difficult one, since the system might be placed inconspicuously in the cabins, alleyways, and saloons, and the piping, fuses, etc., being overhead, would not interfere with the loading and unloading of the various holds. An abundance of water supply under high pressure is always available aboard a steamship, and the piping could be made of such generous capacity, that the putting out of an incipient blaze, even in a hold stored with inflammable material, may be rendered a practical certainty. Two conspicuous lessons are that wireless has again established its priceless value as a means of saving life at sea, and that the present lifeboat must be abandoned and a new type of large, seaworthy, power-propelled boat must be substituted in its place, and provided with launching mechanism powerful enough and of sufficiently wide reach to place these larger lifeboats in the sea, well away from the ship, and clear of any risk of being wrecked by collision with the same. The "Grosser Kurferst" seems to have used a power boat which did noble service in a sea in which our propelled lifeboats were comparatively powerless.

People who were born on Friday always have something to blame their failures on.

Any man can invent an excuse, but the probabilities are that some other fellow has invented it first.

### Turkey in Asia

Henceforth the Turkish Empire will include little more than the ancient Turk possessions in Asia. Those possessions, however, are not only vast in extent but rich in undeveloped resources. The loss of European provinces will be a blessing to the Empire, if it only awakens the Turks to the opportunities in the regions that belong to them by long possession, and leads them to spend their energy that for centuries they have wasted on the northern shores of the Egean Sea and the Sea of Marmora. Asiatic Turkey is about 700,000 square miles in area—a territory nearly equal to the combined areas of Great Britain, France, Germany, Austria and Hungary, or almost three times the size of Texas. The population—probably about 20,000,000—is small for a region so large and productive. The Turkish race dominates the whole of it. There are nearly three thousand miles of railway in operation, and almost as much more under construction or definitely planned, mostly by German interests. The Bagdad Railway when completed through the Taurus mountains, will not only open a new route to India, but it will be of much aid in the commercial and industrial development of an immense and historic region. In Anatolia, or Asia Minor, the range of agriculture products includes everything that grows in temperate or tropical climates. The cereals include about 150,000,000 bushels of wheat a year, 110,000,000 bushels of barley and 50,000,000 bushels of oats, rye and maize. There are 1,000,000 acres of vineyards. The exports of cotton, lemons, figs, olives and dates yearly reach millions of dollars in value. Cotton, tobacco, silk, molasses, wool, coffee, rice, huts and gums are largely produced, and admit of vastly larger production. In 1911 France imported opium to the value of \$2,500,000 from Asia Minor. Every mineral of value except tin, is found in Asiatic Turkey. Existing mines produce on a commercial scale, coal, lignite, copper, silver, zinc, chrome, antimony, manganum, energy and borax. There are sponges and pearl fisheries of great value, but the only manufactured article of any importance is hand woven rags.

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