

# Clubbing Rates

Subscribers to the Record in Canada are entitled to Clubbing rates on Newspapers as per list and prices given below. Any or all of the papers below mentioned may be taken or subscribed for by any person. To determine the price to you of more than one of the papers listed below, deduct \$1.00 from the price given and this will give you the cost of the paper desired. Your early subscription or renewals will be much appreciated. We can quote special rates for a large club, if NEW.

- THE JARVIS RECORD and the Saturday Edition Globe \$1.90
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- THE JARVIS RECORD and the Farmers' Sun 1.85
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- THE JARVIS RECORD and the Dunnville Gazette 1.85
- THE JARVIS RECORD and the Farm and Dairy 1.85
- THE JARVIS RECORD and the Canadian Farm 1.85
- THE JARVIS RECORD and the London Advertiser 2.85

We cannot be responsible for the regular issue or delivery of any publication except our own, but we guarantee to prove payment of all subscriptions entrusted to us for remittance and will endeavor to have all orders promptly and satisfactorily attended to. All orders sent forward on Saturday of each week. Return early and avoid delays.

## Sock Knitting.

The following note on how to finish off the toe of socks being knitted for the soldiers by the ladies of the 2nd and 3rd Batt. will be of interest to the workers and satisfaction to the Committee in charge.

- TOE—Divide the 60 stitches between the three needles, 20 on each.
- 1st row—Knit together 1st and 2nd stitches on each needle.
- 2nd row—Knit together 2nd and 3rd stitches on each needle.
- 3rd row—Knit together 3rd and 4th stitches on each needle.
- And so on, beginning again with 1st and 2nd stitches after reaching the last stitches on each needle. Decrease to nine stitches. Draw wool through stitches, and darn in carefully.

## The Jarvis Record

ISSUED WEDNESDAYS.

Subscriptions—One dollar per year strictly in advance; if not paid in advance a dollar and a half will be charged. United States papers 50c. extra, strictly in advance.

We are at all times pleased to receive local news. Send or bring in the facts, we'll do the rest. The coming and goings of Haldimand and Norfolk people are always welcome items of news.

If you wish your address changed, give old as well as new address.

ADVERTISING RATES. Yearly contract rates on application to publisher.

Reading Notices—No reading notice, advertising or otherwise, to be made by any person or cause, to be inserted in the Record without charge, except when the job-work for the same is executed at the Record Job Department, when our small reader will be given gratis. The price for the insertion of business announcements is five cents per count line each insertion.

Notice to Advertisers—Changes of copy for contract advertising must be in the hands of the printers by Monday noon, at the latest, each week.

While willing at all times to do what is possible to accommodate patrons, we must, in justice to them and to ourselves, insist on a strict enforcement of this rule.

Judicial, Legal, Official and Government notices—Eight cents per line (12 lines to inch) for the first insertion, and five cents per line for each subsequent insertion.

Small Ads.—Condensed advertisements of such a nature as "Lost," "Found," "Situation Wanted," "To Rent," "For Sale," etc., not exceeding six lines 25c per insertion; 5 insertions \$1.00.

Advertisements ordered for insertion without written instructions will appear until written orders are received for their discontinuance.

MRS. ELVA RODGERS, Publisher

Get your Butter Wrappers Printed AT THE RECORD Office Job Department JARVIS, ONT.

Alex. G. Glass, EXPERT. Piano and Organ Tuner & Repairer. Residence, 113 Tisdale St., N. Hamilton, Ontario. Leave all orders at The Record office Jarvis St. Phone 37.

Grand Trunk Railway System TIME TABLE

No 89 to Hamilton	Departs 7:40 a.m.
No 71 to Hamilton	.. 8:20 a.m.
No 72 to Hamilton	.. 8:20 a.m.
No 65 to St. Thomas	.. 8:20 a.m.
No 97 to St. Thomas	.. 10:25 a.m.
No 128 to Hamilton Junction	.. 8:25 p.m.
No 128 to Hamilton Junction	.. 8:25 p.m.
No 222 to Port Dover	.. 8:50 a.m.
No 124 to Port Dover	.. 8:50 a.m.
No 72 to Port Dover via Pt. Dover and Simcoe	.. 8:45 p.m.
	Departs 7:10 p.m.

## House Law is Proud of the Way in Which the Dominion Did Their Bit

Prussianism according to the Prussian standard is not crushed by this war, nothing will prevent a repetition of the present catastrophe, and civilization in Europe will go down before barbarism, as did that of Rome. All the outpouring of blood and treasure which the war involves will have been in vain if the piling up of armaments which preceded this conflict is to go on undiminished afterward.

These were the words of Andrew Bonar Law, the British Secretary of State for the Colonies, to an interviewer recently. Mr. Bonar Law was in his room at the Colonial Office, which occupies one of the wings of the largest block of Government offices in Whitehall, having on one side the Foreign Office and on the other the Home Office. The Secretary's room is as large as a small public hall, the most commodious office occupied by any Minister. It is plainly but comfortably furnished with easy chairs, sumptuous bookcases, couches, and tables, and a huge map of the world showing how the sun never sets on the dominions of which the Minister is spokesman and guardian. There are maps of all the British overseas possessions, and one



MR. A. BONAR LAW.

of the mural adornments is a photograph of the "cathedral of giant trees," Vancouver, behind the chair occupied by the Minister.

Mr. Bonar Law is one of the men who have made good during the war. A tireless worker, he is a member of the war council which is now directing the war, and he seeks no other position. He is above all political intrigue and centered in his work. He is one of the five most important members of the administration, and if the British people were now talking party politics he would be described as the leader of the largest party in the House of Commons, that of the Conservatives.

As soon as war was declared he loyally supported the Liberal Government, and restrained his followers from embarrassing the Government.

"The direction of the war," he said, "has at all events greatly improved. We in this country have concentrated direction into fewer hands, and we are linking up with our allies and endeavoring to get that unity of control which the enemy possesses. We must never forget," he said, reflectively, "the democratic countries are always at a disadvantage in prosecuting a war. Take ourselves; we were not prepared for war except for defense at sea. We were not organized for war. Plunged into this conflict suddenly and unexpectedly, as we were, it was inevitable that there should be mistakes and muddles and delays. Organizing for war does not mean merely gathering together great armies, training and equipping them. It means that all departments of the national life have to be brought into national unity and organized on a war basis. This takes time; perhaps it has taken too much time; but at point of view about everything. We are living in a war atmosphere. Nothing matters except winning the war."

As Minister for the Colonies, Mr. Bonar Law naturally takes pride in the assistance voluntarily rendered by the overseas dominions.

"Remember," he said, "that the dominions were under no obligation to send a single man. We hear a great deal about the loyalty of the dominions to the Mother Country, but it is not a question of loyalty of say, Canada to England, or of England to Canada, but a question of common loyalty to the empire and their faith in the cause of freedom for which we are fighting. If it were a Canadian question in dispute between Canada and Great Britain, Canadian loyalty would be on the side of Canada. The Overseas dominions have altogether and spontaneously taken a big view of the war, and their response has been magnificent. Canada is preparing to place half a million men in the field; Australia will contribute 10 per cent. of her population, and the comparatively small commonwealth of New Zealand more. The West Indies and Newfoundland, our oldest colony, are forward with fine contingents, and every part of the empire has given fine examples of patriotism."

## THE DESTRUCTION OF THE CANADIAN HOUSE OF PARLIAMENT

Western Ontario Daily Record, Building of Parliament House.

The destruction of the Canadian House of Parliament has awakened recollections of its building, in the mind of Peter Redmond, a retired locomotive engineer, who saw King Edward lay its foundation stone in 1860.

When construction work was first started Mr. Redmond was employed as a freeman on the Ottawa and St. Lawrence railroad, and he was promoted to engineer a few days before the first material for the structure was hauled to Ottawa. One train crew was employed for three summers, hauling sandstone and quarry rock from Prescott, where it was landed from the steamers on the St. Lawrence river.

The train made a round trip each day. The first stone used in the building came from quarries located where the main part of the city of Cleveland, Ohio, now stands. It was shipped by water to Prescott, where it was loaded from the boats onto the railway cars by large cranes.

Mr. Redmond's train did nothing else during three summers but haul the stone. "It required two cars and sometimes three for each piece of stone that was moved to Ottawa," Mr. Redmond said yesterday. "The smallest stone that was hauled by the railroad weighed three tons, and the average weight was about five tons. We moved two stones which weighed nine tons each, which were the largest that were put into the building."

"Owing to the excessive weight on the cars, which were much lighter than the steel cars now in use on the railroads, it was necessary to run our engines slowly. We seldom went over eighteen miles an hour, and as a rule the fastest time we made was fifteen miles."

No iron or steel was used in those days for the springs on the cars. Solid rubber was used, for the most part, and the cars were loaded so heavy that at the end of each trip new springs had to be put in most of the cars.

"Our train was given the right-of-way over all other trains. This was principally because of the heavy train we hauled. We were permitted to stop only in case of necessity. The necessity came frequently and was caused mostly by the excessive weight on the trucks, which resulted in many hot boxes."

"My train brought out the first shipment of rock and stone and stone cutters' tools. The first part of the building erected was a massive wall, over 500 feet long. It was on the end of this wall that the Prince of Wales laid the cornerstone. Thousands of people witnessed the laying of the stone, and I had an opportunity to shake hands with the Prince, as did many of the workmen."

The wall, when first built, was a crude affair, but after the workmen finished polishing it, and fixing it up, it was one of the finest pieces of work of that kind that I have ever seen. It was five feet high and several inches in thickness."

"The Prince of Wales at that time was about twenty years old. He was a fine looking fellow, much better looking than his brother, the Duke of Edinburgh, who visited Canada a year later."

"There were no big functions for the duke. He visited about the country for a few months and he went away without any great fuss being made about him. He was not a very good looking man. Many of the farmers here were much better."

"A few years ago I saw Barney Riley, the Irish ski rider from Bovey, Minn., who was born and raised here, and I thought that I was back in Ottawa at the time the duke was there. Barney and the duke were as much alike as any two men could be, in appearance, form, and looks."

Unhealthy to Oppose Canadians. Mr. Philip Gibbs, Special Correspondent, writing from the British Field Headquarters, says:

"For a variety of reasons I fancy it must be nerve-racking to be on the opposite side of the way to the Canadians in Flanders. They are most quiet, they are most dangerous. They are not only inspired by a restless audacity, but they are cunning and so methodical that they will undertake what seems like a wild-cat adventure with certain death at the end of it and get back with hardly a scratch. They have brought the spirit of the trapper to the trenches, and they are very patient in marking down their prey."

"So it was in a recent 'cutting-out' raid, when a party of them, all volunteers, went out one night with the astounding intention of getting through the barbed wire outside one of the strongest German positions. For a small party to get back again from a trench full of Germans and machine-guns is not so easy as escaping from a jungle of man-eating tigers, and was not considered part of the program of war before the Canadians gave their exhibition. It was so successful that General Joffre has circulated an account of the Canadians' exploits as a model to the French army. After taking some prisoners and killing about 30 men, they came home again with only two casualties, one caused by accident. To men who know the conditions of trench warfare this exploit still seems fantastic and incredible. It was possible only because these Canadians had made cunning of more importance than courage itself, and had adapted old lessons of Red Indian warfare to these new conditions of modern fighting."

Deluged With Applications. While recruiting is going on briskly throughout the country and the various units are being filled up in the regular way by applying to commanding officers of each battalion, the Department of Militia and Defence is deluged with direct applications for positions of paymaster, chaplain, or quartermaster in the Canadian expeditionary force. The number of applications is already far in excess of vacancies.

## Canadian Pacific at Lyons

An exhibition is taking place at Lyons, in France, and the pride of place in the Canadian section must be given to the Canadian Pacific Railway exhibit, comprising three stalls, and the painting covering the back wall of the stalls, showing in a pictorial form the principal agricultural, mineral and industrial products of every Canadian Province and of Newfoundland, has attracted much attention.

The officials of the special Colonial Office have paid two French visits to study this picture, and the French Government method to educate the public in France as to the resources of the French Colonial possessions. On the right of this design is a large painting of the steamship "Empress of Russia," and underneath a panel of lettering in French, pointing out that the Dominion Express Company places the French manufacturer and exporter in touch with the Canadian importer.

On the left of the design is a large painting of a C. P. R. train, and underneath a panel of lettering in French giving statistics about the Canadian Pacific. Underneath the whole is a huge map of the C. P. R. system, showing its steamboat connections with Europe, Asia and Australia, and paintings of all Canadian Pacific hotels.

The right side of the stall is taken up with an exhibit from the Province of Ontario, comprising numerous specimens of metals, canned goods, oils, rather amusing the French visitors—bottles of wine produced in Ontario. On the wall three British Columbia pictures showing big trees and salmon were prominent. The right section of

the stall is devoted to a Quebec Government exhibit, and comprises two large cases of mica manufactures, mineral specimens, a display of wood samples mounted on a large stand, specimens of wood pulp and other interesting products. On the wall two large Nova Scotia pictures show the industrial development of that Province. At the bottom of both sides of the stall large photographic pictures depict scenes in every Province of Canada and the various activities of the C. P. R. Three special brochures have been prepared by the C. P. R. in French, one dealing with the industrial development of Canada; the second, entitled "La Nouvelle France" dealing with the French settlement of Canada and the cementing of friendly relations between Canada and France in the present war; and the third deals with interesting points along the C. P. R. The various Provinces also sent a plentiful supply of literature for which there was a great demand.

In the course of a conversation as to the practical result of the exhibition, Mr. Geo. McLaren Brown, European Manager of the Canadian Pacific Railway, showed confidence that there is a good opening for Canadian manufactured goods in France. The feeling of the French towards Canadians is most friendly. This has not only been produced by the bravery of the Canadian Expeditionary Forces fighting in France, but also by the fact that several thousands of French-Canadian are fighting actually in the ranks of the French army itself, and they have done much to tell their French comrades all about Canada.

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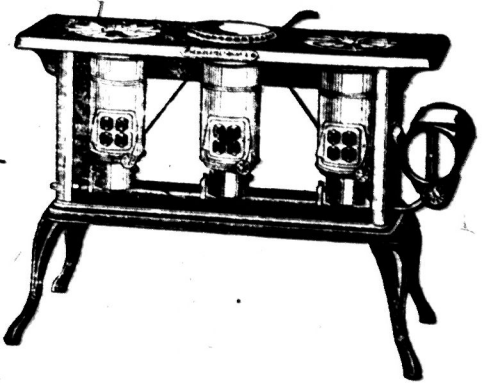
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(Refined in Canada from American Crude) In galvanized steel barrels with tap attached. For a short time this steel barrel with tap will be sold complete at \$5.50 net and the oil at 13c per gallon CASH.

This as well as any other steel barrels you may have, will be re-filled with "ROYALITE" at above prices.

"Royalite" Oil is the most economical high-grade oil on market.

Insist on "Royalite" Enquire from All Jarvis Dealers.



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30-A

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