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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 any entertainment or matter by which money is to be made by any person or cause will be inserted in The Record without charge, except when the job-work for the same is executed at the Record Job Department, when one 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.

NOTICE TO Farmers!

I have secured a first class harness maker and wish to announce that I am prepared to take orders for all kinds of harness, single or double, all hand made, and of guaranteed first class work.

J. J. COONAN

JARVIS, - - - ONT.

Cut This Out

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

DR. FRED L. WILLIAMSON,
Dentist,
3 Blocks west of King St. Station
Hamilton.

BROWN'S TREES

The best that can be grown. Who is our agent in your town?

BROWN BROTHERS COMPANY,
Nurserymen, Limited.
Brown's Nurseries, Welland Co., Ont.

SOME GOOD ADVICE

If you have dandruff, get rid of it by killing the germs.

If your hair is falling out, stop it. There is one sure cure that will remedy these misfortunes and aid you to remain young.

PARISIAN SAGE, the great hair restorer, is guaranteed to permanently remove dandruff in two weeks, or we will give you your money back.

PARISIAN SAGE stops falling hair—it prevents the hair from fading. It is the best beautifier for ladies' hair, as it makes harsh, lifeless hair fluffy, soft and beautiful.

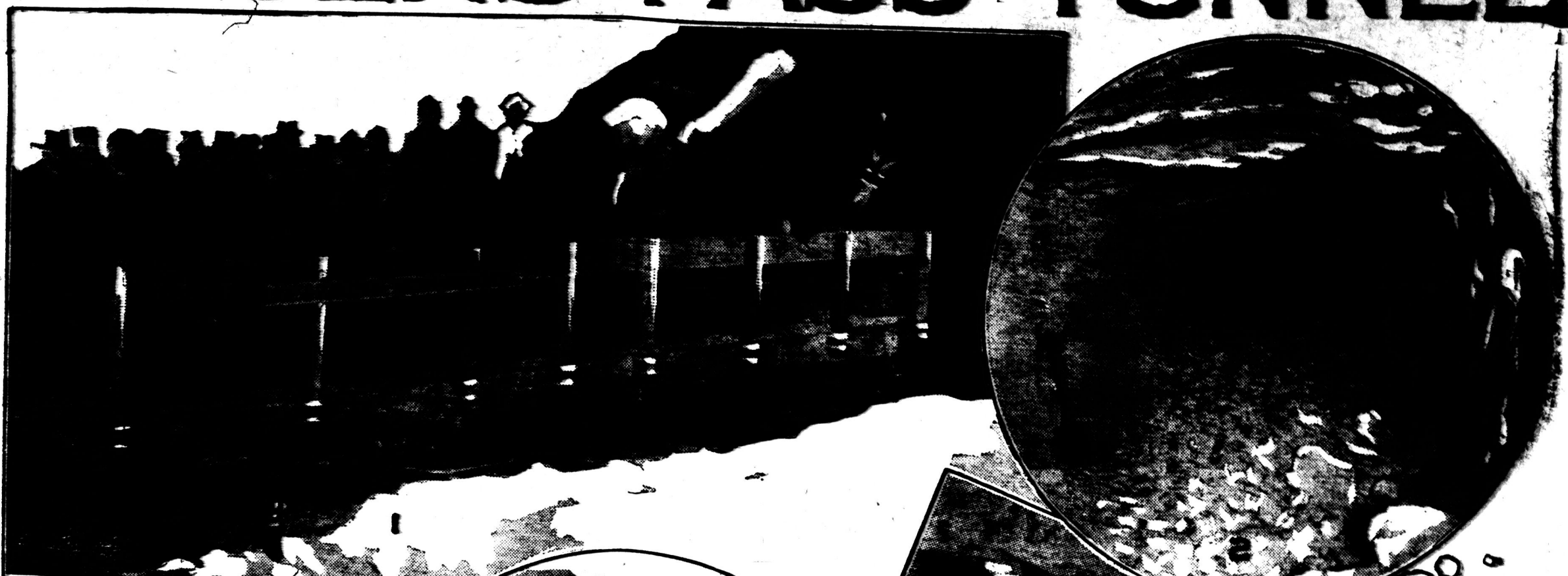
PARISIAN SAGE is rigidly guaranteed. 50 cents a large bottle.

For Sale By
J. R. Seater, Jarvis

PATENTS

For Sale By
J. R. Seater, Jarvis

ROGER'S PASS TUNNEL



- (1) Party entering tunnel.
- (2) From west looking east at final connection.
- (3) From left to right: Mr. James, in charge of works; Mr. Dennis, manager for contractors; Mr. J. G. Sullivan, Chief Engineer, Western Lines, C. P. R.
- (4) Entrance to tunnel.
- (5) Rogers Pass.

NO phase of engineering skill makes a more powerful appeal to the popular imagination than the ability to drive a tunnel from both ends through miles of solid rock and have the two bores meet exactly, as was done in the great Canadian Pacific Railway tunnel at Rogers Pass on December 19th. This shaft of 28,400 feet (five miles) was carried from both ends through the heart of Mount Macdonald and met with such exactness that the layman passing through would not be able to detect the point of union.

Hidden in a little working recess, six thousand feet under ground, twenty-five hundred feet from the remaining wedge of rock which divided the two shafts, a group of railway men and engineers awaited the final shots which should connect the two and mark the completion of this stage in the construction of the tunnel. The success or temporary failure of a work which had been carried on at enormous expense for nearly two years and a half depended on the revelation which would be made when the electric button was touched that fired the charge, but there was no speculation on the part of the engineers. They knew their positions with mathematical certainty, and when at exactly eleven-thirty the detonation of the explosion came roaring down the tunnel, and in a few minutes the powder smoke had cleared enough to permit inspection, and the two cuttings were found to fit as one dime might cover another, there was no outward expression of relief, whatever may have been the inward satisfaction of those in charge of the work.

Not only has this stage of the construction work been successfully reached, but it has been accomplished in a period perhaps unprecedented in tunnel building of this magnitude. It

was in July, 1913, that the contract for the mammoth work was let by the Canadian Pacific Railway. Construction on the east end of the pioneer tunnel began in September of the same year, and on the west end in May, 1914. Nineteen months from the latter date the main headings met in the centre of the mountain.

This speed record has been made possible largely by the methods of construction adopted. Instead of attempting to cut the main tunnel through the mountain from both ends, small pioneer tunnels, a little to the side of the location of the tunnel proper, were first constructed. These pioneer tunnels were only large enough for the movement of mule cars, but by means of shafts cut from their sides, they made it possible to carry on excavation in the main tunnel at numerous places at once, instead of being confined to operations from the centre of the mountain. The pioneer tunnels were deflected to the route of the main tunnel, their purpose having been accomplished.

The first bore of the main tunnel was a shaft of about eight by twelve feet. As this was completed it permitted the

laying of rails for mule trains, the introduction of compressed air pipes for ventilation, and the installation of machinery (all operated by compressed air), telephonic communication, and drainage facilities. With this equipment it was possible to proceed with the enlargement of the shaft to its completed size—22 feet wide by 21 feet in height. Some three miles of the tunnel have now been completed to this full enlargement, and the work is proceeding at a rate of one-quarter mile per month, which promises completion of the whole tunnel early in the fall of 1916. Construction has also been hastened by the fact that no serious difficulty was encountered with hard rock formations or excessive water.

Where the rock formation is hard and solid it will remain as the permanent wall of the tunnel, as it cannot be improved upon by any artificial lining system, which will ensure rapid construction. Where it is soft, with a tendency to crumble or slide, it is immediately framed up with an arch of steel timbers. A permanent concrete arch is then built on the inside of the timber work, which is not removed, but it will eliminate 44 miles of snowsheds and reduce the track elevation 558 feet. It has a maximum



grade of only 36/100 per cent, and eliminates 2,400 degrees of curvature, which is an important consideration in railway operation and maintenance. And being a double-track tunnel it will form another link in the double-track system of the Canadian Pacific Railway through the mountain region of Western Canada.

EXECUTOR'S AUCTION SALE of Freehold Property.

Under instructions from the Executor of the Estate of John Smith, late of the village of Jarvis in the County of Haldimand, hotel-keeper, deceased there will be offered for sale by Public Auction subject to a reserved bid, at the premises hereinafter described, on—

THURSDAY, the 2nd day of MARCH, 1916, at one o'clock p.m.,

the following freehold property, namely,—Being composed of Village lot number three on the East side of the Hamilton and Port Dover Road in the Village of Jarvis. On this property is erected a brick unlicensed Hotel.

The purchaser shall pay a deposit of ten per cent of the purchase money at the time of sale and the balance within thirty days thereafter.

For further particulars of sale apply to J. A. BURWASH, Jarvis, Ontario, or to

ARNELL & ARNELL,
Caledonia, Ontario,
Solicitors for Vendor.

JAMES HODGES, Auctioneer.
51-45.

Go to

A. RODGERS

Repairing & New Handmade
Boots and Shoes.

A. RODGERS,

JARVIS, ONT.

Agent for

Continental Wallpaper Co.

See Our Samples.



A perfectly formed tomato, the Byron Pink is uniform, large, and attractive. The flesh is firm, and the flavor delicious and full-bodied. It is a robust grower and a heavy cropper. It is an ideal tomato for slicing. You are going to buy somewhere; then you might just as well look for our catalogue and get this free premium for yourself.

The Catalogue tells about the other valuable premiums which we give with every order.

DARCH & HUNTER Seed Co., LIMITED, LONDON, ONTARIO, CANADA

FREE

A post card addressed to us as below, with your name and address on the other side, will cost but one cent. Drop it in the nearest mail box, and it will bring promptly a copy of our illustrated 2-page catalogue for 1916. With it will come also—free—a 15c. packet of

Byron Pink
Tomato

D. M. ALLEN

Fashionable Tailor
and agent for
The Rex Tailoring Co., Toronto.
Call and see samples and get prices of Tweed and Worsted Suitings and Overcoatings.

I am making a specialty of

CLEANING & PRESSING CLOTHES

Patronize the rink!

See our Clubbing Offers Page 3.

WANTED—25 head of cattle to be sold for winter at \$2.50 cash per month. Reasonable stable and good care; say number taken from catalogue. Apply to Jarvis Post Office, P. O. Box 2, Port Dover.

Alex. G. Glass, EXPERT

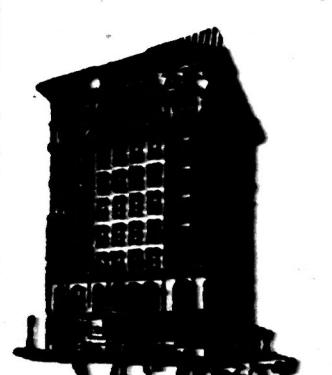
Piano and Organ Tuner & Repairer.
Residence, 113 Tisdale St., N.
Hamilton, Ontario.
Leave all orders at The Record office, Jarvis Ont. Phone 37.

Grand Trunk Railway System

TIME TABLE

Route	Departs	Arrives
Hamilton to Toronto	7:40 a.m.	10:00 a.m.
Toronto to Hamilton	7:40 a.m.	10:00 a.m.
Hamilton to Niagara Falls	7:40 a.m.	10:00 a.m.
Niagara Falls to Hamilton	7:40 a.m.	10:00 a.m.
Hamilton to Windsor	7:40 a.m.	10:00 a.m.
Windsor to Hamilton	7:40 a.m.	10:00 a.m.
Hamilton to Detroit	7:40 a.m.	10:00 a.m.
Detroit to Hamilton	7:40 a.m.	10:00 a.m.
Hamilton to Chicago	7:40 a.m.	10:00 a.m.
Chicago to Hamilton	7:40 a.m.	10:00 a.m.

Capital Authorized \$5,000,000
Capital Paid up - - \$2,000,000



MONEY GROWS

The interest paid in our Savings Department helps the thrifty to accumulate a good Bank Account. A small deposit will start an Account, and interest is allowed from the first deposit.

JARVIS BRANCH
R. E. TELFORD, Manager.

Bank of Hamilton

Utilizes every heat unit. Flues arranged heat is forced to travel over top of oven in

McClary's Pandora

Range down behind it and twice under the bottom before escaping to chimney. See the McClary dealer.

MADE IN CANADA

See also by E. T. CARTER