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Gilson's of Guelph now offer you a perfected pipeless furnace at a sensational price. The lowest-priced efficient heating system on the market. Pay less for the furnace—no expense for pipes—installed in any home in less than one day without mess or fuss.

COSTS LESS TO USE

You can heat every room in your home with the Gilson Pipeless on level and this it takes to run your steam radiator. A cast-iron furnace uses less fuel. It pays for itself!

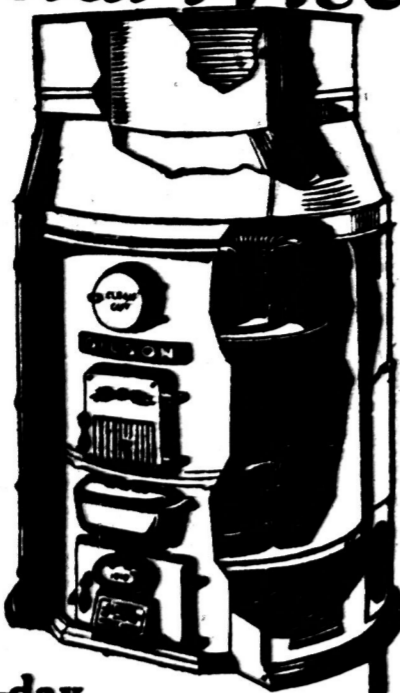
GUARANTEED

To Heat Your Whole House
All you need is enough of an excavation to accommodate the furnace. Every room in the house will be cozy and warm. Cellular will be fine and cool for fruit and vegetables.

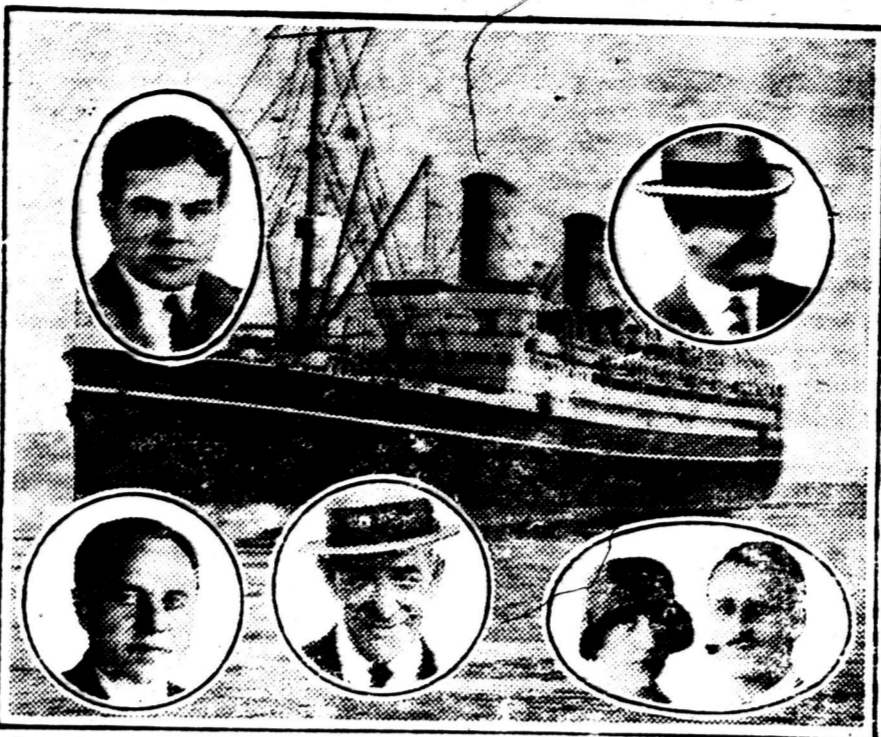
Get Full Facts To-day

Learn all the features of this sensationally-priced heating system. We will welcome your enquiry. Catalogue, sketch plan forms, estimates and full information, gladly supplied without obligating you in any way. Act at once—this is the time to make plans for heating your home properly.

T. H. PEACOCK
Dealer ——— Jarvis, Ont.
GILSON MFG. CO., LIMITED
1234 YORK STREET, GUELPH



Prominent Passengers on Empress of France



Top left, E. W. Beatty, K.C.; right, Hon. Charles A. Dunning; bottom left, Lord Beaverbrook, E. W. Bok, Prince and Princess Obolensky.

The tide of steamship traffic is turning westward again, and the St. Lawrence route is still the favoured one. Beside large numbers of immigrants and returning Canadians, a great many European tourists are now turning toward Canada and these form no small percentage of steamship passengers. Perhaps the most distinguished list this season, was carried by the Canadian Pacific S.S. Empress of France on her last westward voyage. Among those on board was Lord Beaverbrook, who with several members of his family will spend some time in this country. He was also accompanied by T. Marsden Hill, O.B.E., his secretary. Other prominent British passengers were Right Hon. Sir Evelyn Cecil, O.B.E., M.P., and Col. Vaughan Morgan, O.B.E., M.P., of London. E. W. Bok, the famous Philadelphia publisher of Peace Prize fame also made the voyage.

Two passengers in whom much interest centered were Prince and Princess Serge Obolensky whose recent marriage in Paris was one of the big social events of the year. The Princess was formerly Miss Astor. The Hon. Charles A. Dunning, premier of Saskatchewan, was also on the France. Other prominent passengers included Mr. R. Bosch, the inventor of the Bosch Magneto, and Mrs. W. H. Taft, who was met at the dock by her husband, W. H. Taft of the U.S. Supreme Court and ex-President of the United States.

E. W. Beatty, President of the Canadian Pacific Railway, returned on the Empress of France from a short visit to the Company's agencies in England and Scandinavia. He was much impressed by the great possibilities of a furtherance of trade between these countries and Canada.

Asked whether he had seen the Crow's Nest rates, which had been noted the storm of comment and protest that had followed upon the putting into effect of the Crow's Nest Pass rates, Mr. Beatty replied that he had seen a good deal of this, and it was nothing more than had been expected by himself and other railway officers.

Under discussion, the proposed restoration of the Crow's Nest rates was made abundantly evident by the railroad that they could not afford in the face of existing costs of operation for labor, materials, equipment, etc., to extend the operation of the Crow's Nest rates beyond the limits originally fixed. It was also fully explained that if restoration was forced upon the railway many inconsistencies would inevitably result, and some parts of the country would be unduly favored in comparison with others.

"One of the grave difficulties of the day in railway operation in Canada is that the cost of operation in relation to the price the railroad is permitted to get for the service it gives as a common carrier. In most other lines of business, cost to the consumer is based on the cost of production. I cannot see why it should be different in the selling of freight or passenger transportation. Somebody has got to pay wages and other operating costs, and if the shipper is not willing to do so, I do not know who will, unless the country will pay it as a whole. I imagine that even the strongest supporters of public ownership will agree that we have reached the limit in that direction."

It is axiomatic, too, that the continuous betterments and improvements to existing railway lines and the provision of capital for extensions and new constructions generally depends directly upon the earning power of the companies, especially in the case of the Canadian Pacific, whose funds must be secured in the money markets of the world and it would be in every respect unwise to borrow unless the general earnings of the company were satisfactory. One of the difficulties facing the railway companies in Canada is that there is not a sufficient margin between revenues and outlays to permit of surpluses for working capital and for the general purposes of the companies. Until this margin is re-established extensive borrowings are highly undesirable. Nothing more conducive to satisfactory commercial conditions than a proper relation exists between revenues and disbursements.

"I should like to point out," said Mr. Beatty, "that the Interstate Commerce Commission in the matter of rates and charges on grain and grain products in the western United States very recently decided that the general basis of rates then in effect did not appear to be unreasonable and dismissed the application for reduction. Here it should be remembered that rates on 25 per cent. lower than those in the United States. The Interstate Commerce Commission is comprised of highly qualified economists who approach the technical and allied questions of railway rates and costs in a thoroughly scientific manner. On the other hand, the rate situation in Canada which has been the subject of so much comment recently has been brought about by the restoration by act of Parliament of a scale of rates fixed nearly thirty years ago without regard to all to present day costs of the inevitable disruption of the relationship which otherwise existed between various commodities and various producing centres."

Mr. Beatty added that figures had been filed with the Government showing the approximate decreases in revenue to both the Canadian National and the Canadian Pacific railways by the adoption of the Crow's Nest rates on grain. These, he said, reflected a very serious loss of earning powers to the roads which would be made still more serious by the recent restoration of the rates on the balance of the commodities enumerated in that act.

Here and There

Although Alberta only became a province eighteen years ago, its population has increased fourfold, while the grain yield has increased twentyfold. The total agricultural products of Alberta in 1923 were worth \$223,000,000.

The scheme for the settlement of British emigrants in Canada may assume a new aspect as a result of the presence in London, England, of the Hon. J. A. Robb, Canadian Minister of Immigration. Canada favors the movement of entire families to Canada from Great Britain, rather than that of single men.

Among the biggest muscalunges caught this year was one landed at the Canadian Pacific Railway's French River (Ont.) Bungalow Camp, by Samuel Franklin, South-Sask Manager of Claffins, Inc., New York City. Mr. Franklin had a light tackle and had never hooked a lunge before. He had a hard fight to secure the fish, which tipped the scale at 38½ pounds.

A total of 13,743 Canadians, most of them native-born, has been repatriated from the United States during the months of April, May and June, according to figures announced by the Department of Immigration. During these three months 53,425 persons immigrated to Canada, which represented an increase of 12,292 over the same period of last year.

Marquis wheat, originated at the Dominion Experimental Farms and now world famous, has successfully invaded South America, being grown in the Argentine Republic last year with results that, according to authorities there, exceeded the experimental results of the most optimistic advocates of the grain. Further shipments of seed are being made to the Argentine by the Canadian Seed Growers' Association.

One of the most diverse and interesting aggregations of passengers ever assembled in Canada left Montreal for Europe on August 20th aboard the Canadian Pacific liner *Montezuma*. It included Major S. de Bross and Dr. P. Pais, who recently flew from Lisbon to Manila, China, a large party of scientists returning from the recent convention of the British Association for the Advancement of Science at Toronto, Colonel Geo. Ham, genial and internationally known "ambassador of the Canadian Pacific" and "Soldier" Jones, Canadian heavyweight boxer.

The first all-British direct cable service between Montreal and London was opened on August 18th by the Canadian Pacific Telegraphs. As business warrants, this service will be extended to embrace other Canadian cities with which it is now connected but which, as yet, cannot offer a reasonable return for a regular service. Messages were exchanged between the London Chamber of Commerce and the Montreal Board of Trade and between the Canadian and the English headquarters of the Bank of Montreal, conveying expressions of mutual goodwill and prophesying closer relations as a result of the improved cable facilities.

The Record for Job Printing

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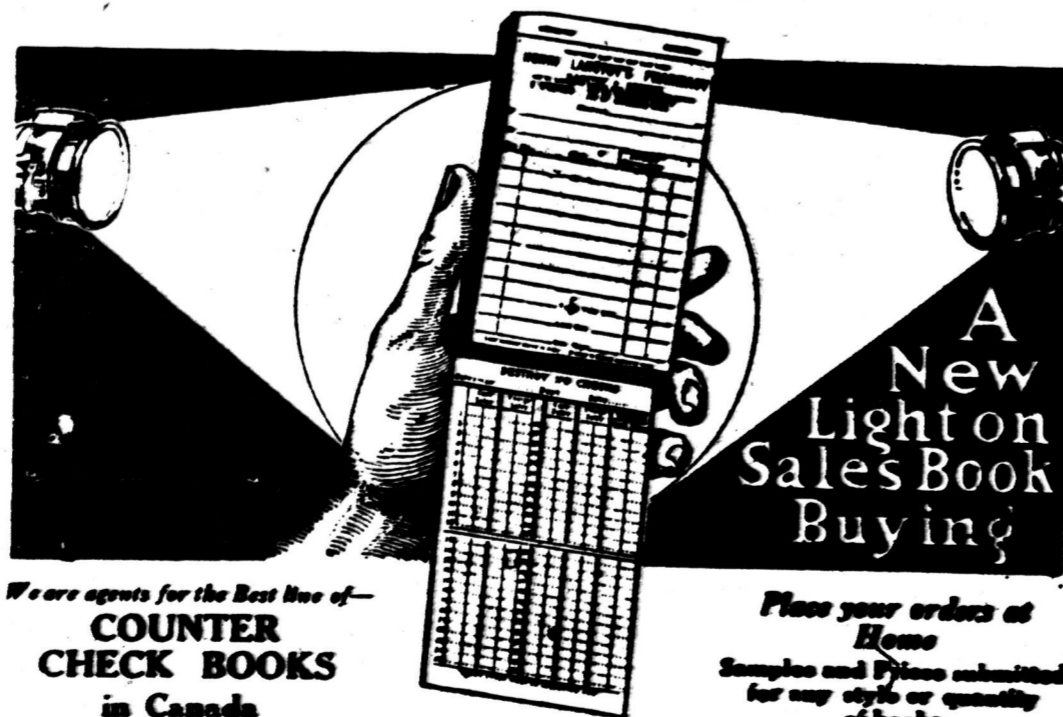
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See these wonderful
**\$165 Bedroom Suites
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They look just as good on the floor—or a little better than they do on paper. TWO STYLES.

STYLE NO. 1.—Ivory Bedroom Suite, Louis XVI design. Large full size bow foot bed, Chiffonette with drawers and sliding trays, large Vanity Dresser with full size tripple mirror, and 42-in. Dresser with 30x24 in. mirror. This is a hand decorated Suite and a wonderful value. Chair and Bench can be purchased to match at \$7.50 each extra with either Suite. Regular price for four pieces \$165.00. **SPECIAL \$133.00**

STYLE NO. 2.—Queen Anne design. Ivory Bedroom Suite, large full size Vanity Dresser with four drawers, Chiffonette with drawers and tray, large Dresser, full size bow end Bed. This is a REAL BARGAIN, WE THINK. Come and give us YOUR opinion. Regular price \$165.00. **SPECIAL \$133.00**

AN EVENT

OLD HICKORY CHAIRS AND ROCKERS

That does not come your way often
See them Saturday

\$4.50 pieces for	\$2.95
\$5.75 pieces for	\$3.83
\$6.75 pieces for	\$4.47
\$7.75 pieces for	\$4.95
\$8.00 pieces for	\$5.30
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\$9.50 pieces for	\$6.45

Important Notice

Our Garment Section, 2nd Floor, will be given over Saturday to a glorious display of Women's

New Autumn Coats

---Never SUCH a Choice
---Never SUCH Beautiful Styles
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\$19.00 to \$90.00

ROOM FOR A COUPLE OR THREE EXTRA CHAIRS?

See the Show Windows Friday and Saturday and note the prices

\$4.95, \$5.95, \$7.95, \$8.40, \$9.40, \$10.20, \$11.40

Very comfortable Rattan Chairs and Rockers they are. Most of them have upholstered Seat and back. Colors are Natural, Chocolate and Tan. "We do not sell Furniture on the Instalment Plan, we could not quote such low prices if we did."

Falls' Department Store, Simcoe

