

CORRESPONDENTS

(Continued from Page 1)

of Washington, and Mrs. Vanloon, of Florida, were recent visitors with Major and Mrs. W. C. Vanloon.

Miss Ada Risdill is spending a couple of weeks in Buffalo.

Miss Isabel Simpson, of Toronto, and Mrs. Chas. Jackson, of M-Taggart, Sask., were recent visitors with Mr. and Mrs. Harry Duxbury.

Mrs. Rowntree, of Toronto, returned home last week after a pleasant visit with Mr. and Mrs. Jas. Cowan.

Mr. and Mrs. Reicheld and daughter spent a couple of days at Fisherville this week.

Mr. and Mrs. Calvin Thompson, accompanied by the guests, Mr. and Mrs. McCready and family, spent Monday in Niagara.

Mrs. James Cathewood, of Manitoba, is visiting at the home of Mrs. Ann Cathewood.

RENTON

The farmers in this vicinity are busy working their ground for wheat and threshing.

Mr. Ed. McNally had the misfortune to get struck by an auto one day last week, which bruised him up quite badly.

Mr. D. Secord attended the funeral of his uncle, Mr. Ira Fischer, at Jericho, one day last week.

Mr. Cove Buerft had the misfortune to get hurt while leading a horse one day last week.

Mr. Geo. Fischer, of Toronto, and Mrs. Ira Fischer were recent guests at "East Lynn Farm."

Mr. D. Secord and Miss Eva spent Sunday last with Mr. and Mrs. Hugh Andrews.

Mrs. A. A. Stringer and son, Russell, are spending a few days with friends in Detroit.

Misses Emma Mason, of Toronto, and Mary Walsh, of New York, were the guests of Miss Eva Secord, recently.

Mr. and Mrs. Wm. McNally, of Owen Sound, spent Sunday last with Mr. and Mrs. Ed. McNally.

Mrs. Jas. Watson, Wm. Watson, Miss Jessie Watson, Mr. R. A. Nixon and family, and some friends from the U.S.A., Mr. and Mrs. D. Burch and Miss Edith, Mr. and Mrs. E. Burch, and Mr. and Mrs. Wm. MacDonald, of Detroit, visited the sand hills of Houghton. It is wonderful how the sand piles up; it is 350 feet from the water to the highest point.

It is reported that a wedding is to take place on the Scotch Line, shortly.

Mr. and Mrs. Wm. MacDonald, of the Parkard motor works of Detroit, are spending a fortnight at Messrs. D. and E. Burch's.

SANDUSK

Mr. and Mrs. Wm. Greenbury spent Sunday evening with Mr. and Mrs. J. C. Bush.

Mr. and Mrs. Wm. Deal and children are staying at Mr. Wc. Werner's.

Mrs. J. C. Bush and Vera, and Mr. J. W. Bush returned last week, after a week's vacation in St. Catharines, Niagara Falls and Buffalo. They were accompanied here by Mr. C. W. Anderson, who spent a couple of days.

Mr. and Mrs. A. Benn, of Springfield, and Mrs. Hawthorne, of Chicago, called on Mrs. H. Deal on Sunday evening.

The Sandusk W. L. will meet at the home of Mrs. H. Bradley on September 3rd, at 2:30 p.m. Members are kindly requested to bring their thimbles.

SELKIRK

Mr. Harry Abrahart and family, of Chicago, are visiting at Wc. Abraham's.

We are glad to report that Mrs. John Hoover is improving nicely.

Messrs. Floyd and Elvin Miller, of Bonawanda, and Mr. and Mrs. Griffith, of St. Catharines, spent Sunday at Alex Miller's.

Mr. Jack Featherstone was badly burned about the hands and face when he threw some gasoline on a burning brush heap.

Mr. I. M. Hart, a former school teacher at the bush school, and his wife, were in town last week.

Selkirk was defeated in the final game by Caledonia on Thursday afternoon. They were also defeated on Saturday afternoon in an exhibition game with the Hamilton intermediates.

LIGHTLESS LIGHTHOUSES.

Sends Forth "Flashes" of Sound Beams.

A queer-looking structure of steel lattice-work stands on an island in the Firth of Forth, Scotland. It is the latest thing in lighthouses, but in appearance it is far removed from the conventional.

It is a wireless lighthouse; instead of flashing out beams of light, it sends forth "flashes" of sound beams by means of a system of wireless transmission. To profit by these signals a ship must, of course, be fitted with special receivers, which will also indicate the direction from which the signals are coming.

This new sort of lighthouse is going to provide captains of ships with something they have hitherto staved for in vain—a means of keeping exact track of the position of their ships when near a coast in fog. The great want of such help was demonstrated by the stranding in fog of a cross-Channel steamer near Dieppe.

Mariners will now look for an extension of these lighthouses without lights. In the thick and foggy weather so common on the British coasts, and so impervious to the most powerful of old-fashioned lighthouses, the new "beams" will be welcome and of incalculable value.

But in clear weather the oil lighthouses will still be popular. For, after all, seeing is believing; and there is something very reassuring in the strong, confident wink of a lighthouse which you know as an old friend.

Perhaps the new application of wireless against fog will not stop short at lighthouses and lightships. Ships themselves carry strong lights, but something that can penetrate fog has been wanted ever since Noah's ark went a-drifting.

In thick weather at sea ships have to make use of foghorns and steam whistles to—they hope—keep clear of each other. An apparatus with a restricted range which would enable ship to locate ship at a distance of a mile or two would be a boon beyond estimation to fog-bound mariners.

At present you take blind chance at sea in fog; with directional wireless at your command chance would cease to be blind.

Canada's Underground Railways. When we talk of railways in Canada, says the Natural Resources Intelligence Service of the Department of the Interior, we naturally think only of the Canadian National and the Canadian Pacific systems. These two organizations, for one reason or another, are constantly getting into print.

Canada, however, has other railways, quite as important for the purpose for which they are being used as the two larger systems. In the coal mines of Nova Scotia there are over 6,000 miles of underground passageways, which have been excavated to produce the coal for that province is laid. In these passageways there are also over 300 miles of railways, on much of which electric locomotives and trains of cars bring the coal to the bottom of the shaft. This railway line is rarely heard of for the reason that we are more interested in the coal than in the means of securing it.

In British Columbia's forests there are 21 railways, with 615 miles of railway line, equipped with 116 locomotives and the necessary cars for bringing out the logs. These are not in any sense toy railways. They are standard in every respect and have to pass inspection. We hear much of the size of some of the logs taken out of the forests of British Columbia, but give little thought to the means of getting them out.

In Northern Ontario many miles of railway are laid underground to bring out the gold, silver and nickel ore of that wonderful mining area. These are not heard of, as only the metal production is considered.

The part these railways play in the development of Canada's natural resources is of the greatest importance, and will increase as the exploitation of our mines and forests proceeds.

Sharks. From the head of the shark we obtain material for glue. The fins are prized by the Chinese and realize about twelve shillings a pound. The body makes a good fish meal, and the oil from the liver commands a good price.

It is the hide, however, which is most valuable, as it is almost indestructible. The leather is excellent for shoes. Finer grades of the tanned leather are used for upholstery.

The outer strip of shagreen must come off in the first place, and a process has been developed which takes this away. It has the exact properties of sandpaper of the rough variety. For very fine work on wood polishing, the shagreen of the baby shark cannot be excelled.

No Ambition. A certain Parliamentary candidate in England was trying his level best to win the hearts of his audience. "I am English born and bred," he announced. "My father and grandfather were English, my wife is English, my works are all English, and my workpeople are all English." At that point a pitying voice came from the back of the hall. "Oh, mon," it said, "haz ye nao ambition?"

The "Love Bird." Canaries are being superseded as pets by the budgerigar, more frequently called a "love bird," because of its devotion to its mate. The common green variety cost less than 10s. a pair, while a pair of white birds is priced at £200 and over.

Small Mice. Mice, so small that a whole family could be put into a match box, have been found in Africa.



French Canada Celebrates Its History

June 24th of every year is the great day of the French-Canadian. In every city and every hamlet of Quebec Province and in the cities and centres of the New England States and in those parts of Ontario and the West where he has migrated St. Jean Baptiste Day is never overlooked. It is well that it should be so and it introduces into Canada an

Old-World seventeenth century atmosphere that Canadians as a whole could ill afford to lose, either artistically or historically. Our pictures show some interesting features taken from floats exhibited on this occasion. There is the heroic 17th century farmer defending gun in hand his crops which his father and women folk are reaping. The

children on their way to school watch the housewife baking her bread in the old-fashioned oven which is still in extensive use in Quebec Province. The making of maple sugar, an industry developed from the researches of Dr. Sarrasin in 1685, is yet another popular float which always figures in the celebrations.

COUNTY COUNCIL

(Continued from Page 1) Bridge Committee, have met, and beg leave to report as follows:

We recommend the payment of the following accounts: Robert H. Miller, Jarvis, for time and labor in repairing bridge on the town line, Walpole and Woodhouse, Norfolk to pay half \$1.50; Everett Topp, Canfield, \$7.61; 823 ft. oak plank, \$57.61. All of which is respectfully submitted.

W. J. SAUNDERS, Chm.

Kriter-Kern—That the report of the Road and Bridge Committee be adopted as read. Carried.

Brown-Camelford—That the report of the Insurance Committee be received and read. Carried.

REPORT OF PRINTING AND INSURANCE COMMITTEE

To the Warden and Members of the County Council:

Gentlemen—We, your Printing and Insurance Committee, have met and beg leave to report as follows:

We have renewed policy for \$6000 on House of Refuge with the Mercantile Fire Insurance Co. from July 14th, 1925, to July 14th, 1928, M. J. Cleary, agent. Prem. \$96.00. We have received from the Globe Indemnity Company a policy called Public Liability—Individual limit \$5,000; General limit \$10,000—Prem. \$317.50. This premium is based on last year's expenditure. We would recommend payment of the premium. H. J. Hoshal, Agent.

Respectfully submitted.

H. R. KERN, Chairman. McDonald-Miller—That the report of the Insurance Committee be adopted as read. Carried.

Camelford-Wingfield—That the report of the Building Committee be received and read. Carried.

REPORT OF BUILDING COMMITTEE

To the Warden and Members of the County Council:

Gentlemen—The painting of the gaol residence has been completed. The Warden and Chairman inspected the work and authorized payment and would ask that the Council confirm their actions.

2. Would also recommend that the steam-pipes be covered leading from boilers and that the Building Committee be empowered to make any changes so as to give more satisfactory heating in Gaol Residence and County Buildings.

All of which is respectfully submitted.

W. G. CLARK, Chairman. Miller-McDonald—That the report of the Building Committee be adopted as read. Carried.

Glenny-Wingfield—That a by-law be introduced and read a first time making an appropriation of \$136,000 for construction and \$14,000 for maintenance on County Highways during the year 1925, being an appropriation of \$50,000 for construction in addition to what has already been appropriated. Carried.

Lockie-Sherk—That a by-law be introduced and read a second time

making a total appropriation of \$136,000 for construction and \$14,000 for maintenance on County Highways during the year 1925. Carried.

Yeas—Scott, Kern, Kritter, Sherk, Lockie, Wingfield, Glenny, Lyons, McQuillan, Brown, Camelford.

Nays—Clark, Saunders, Miller, McDonald.

Lyons-McQuillan—That the by-law making an appropriation of \$136,000 for construction and \$14,000 for maintenance on County Highways during the year 1925 be read a third time, signed, sealed and numbered and entitled a by-law as in the original motion. Carried.

Brown-Camelford—That the report of the Finance Committee be received and read. Carried.

REPORT OF FINANCE COMMITTEE

To the Warden and Members of the County Council:

Gentlemen—We, your Finance Committee, have examined the accounts presented and recommend that the following be paid:

- Erie Telephone Co., rental to Oct. 1, Sheriff \$ 8.35
 - Erie Telephone Co., rental to Oct. 1, J. C. Eccles \$ 8.35
 - Erie Telephone Co., rental to Oct. 1, Public Booth \$ 15.20
 - Erie Telephone Co., rental Oct. 1, T. Walsh \$ 7.90
 - Erie Telephone Co., rental to Oct. 1, Registry Office \$ 5.95
 - Erie Telephone Co., rental Oct. 1, Judge's Chambers \$ 7.90
- (Continued on Last Page)

At Your Service

Give this little fellow a job! If you have a house and want to sell it, let him sell it for you. He'll do it. If you want to find a buyer for your automobile, let him find you one. If it's hired help you need, use his services in filling your needs. He will sell cattle, pigs or implements. Try him.

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WANT AD PAGE of the

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Services at 11 a.m. and 7 p.m.
Monday, 4:30 p.m.—Junior Auxiliary in Schoolroom.
Tuesday, 2:30 p.m.—Women's Auxiliary.
All are cordially invited to attend these services.

KNOX PRESBYTERIAN
Rev. W. T. BROWN, Minister.
Services at 11 a.m. and 7 p.m., Sunday.
Y. P. S., Thursday at 8 p.m.
You are invited to these services.
Choir practice, Thursday at 8 p.m.

WESLEY UNITED CHURCH
REV. H. BRAND, Pastor.
Services at 11 a.m. and 7 p.m.
Y. P. S., Thursday, at 8 p.m.

GARNET UNITED CHURCH
1:30 p.m.—Sunday School
2:30 p.m.—Church Service.
Epworth League and Prayer Meeting on Friday evening at 8 p.m.

LOCAL TRAIN SERVICE
From Se.—Pt. Dover to Canfield Jc.
No. 119—arr Jarvis 7:25 a.m.
No. 126—lv for Canfield Jc. 7:55 a.m.
No. 121—arr Jarvis 4:45 p.m.
No. 122—lv for Canfield Jc. 5:10 p.m.
From No.—Hamilton to St. Thomas
No. 224—arr Jarvis 11:50 a.m.
No. 225—lv for St. Thomas. 11:55 a.m.
No. 226—arr Jarvis 8:15 p.m.
No. 227—lv for St. Thomas. 8:30 p.m.
From Canfield Jc. to Port Dover
No. 123—arr Jarvis 9:40 a.m.
No. 125—lv for Pt. Dover. 11:05 a.m.
No. 124—arr Jarvis 8:10 p.m.
No. 124—lv for Pt. Dover. 8:20 p.m.
From St. Thomas to Hamilton
No. 228—arr Jarvis 7:50 a.m.
No. 221—lv for Hamilton. 8:10 a.m.
No. 229—arr Jarvis 5:00 p.m.
No. 222—lv for Hamilton. 5:10 p.m.
Mixed Train—East and West
No. 223—lv for Jarvis. 12:05 p.m.
No. 222—lv for Jarvis. 12:05 p.m.

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