

THE JARVIS RECORD

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SEE INDUSTRY NEEDS MORE HELP

R. F. Holtermann, the well-known apiculturist of Brantford and Haldimand County who addressed the Manitoba Bee Keepers' Association in Winnipeg, January 28th, is quoted by the Free Press as follows:

"We shall never get the bee industry thoroughly established until we have eradicated absolutely the disease known as American foul brood," said Mr. Holtermann. "To do this, we must have money and a sufficiency of inspectors. We have neither in Ontario, where our annual grant has been cut down to \$8,000. I understand that you are worse off in Manitoba, where L. T. Floyd, the Government apiculturist, has to do the inspection work as well. It is a very shortsighted policy, because as well as the industry being a very valuable one, bees ought to be multiplied very abundantly, as they are most useful from an agricultural standpoint."

Mr. Holtermann stressed the fact that the Province of Quebec was fully alive to the importance of the bee industry, as the annual grant to fight American foul brood was \$25,000, and the number of inspectors employed 16.

"The industry this year, especially in Eastern Canada and the north-western states, has not," said he; "owing to the climatic conditions, been very successful, and I believe this true, too, of the prairies. We shall not, I think, be able to supply honey much longer, as we harvested so little last year. I myself the other day received an order from Holland for 90 barrels of honey of honey which I cannot fill."

SMUGGLING FROM THE U.S.A.

Attention has been called in various publications throughout the country to the smuggling of goods into Canada, and the Department of Customs and Excise has been somewhat severely criticised in the matter. It is generally recognized that, with a border of over 3,000 miles, it is a physical impossibility to prevent smuggling altogether, but the public may rest assured that the customs officers are fully alive to the position. Take for instance the model dresses, coats and costumes, etc. from Paris brought into the United States in bond for copying purposes. These, it is stated, are sold to purchasers in Canada at ridiculously low prices. It may not be generally known that the Government appraisers have been instructed to examine these goods and value them for duty purposes regardless of invoice prices. Everything, in fact, is being done to safeguard the interests of the Canadian merchants, and the Department is slowly but surely offsetting the smuggling that has been going on. As is too often the case, exaggerated reports as to smuggling are published by responsible papers, with the result that the public gets an entirely erroneous view of the matter. The Listening Post.

LAW AGAINST GLARING HEADLIGHTS WILL BE RIGIDLY ENFORCED

The Ontario Motor League is in receipt of advice that the provincial

LOCAL TRAIN SERVICE

From So. Pt. Dover to Canfield Jc.
No. 119—arr Jarvis 7:35 a.m.
No. 120—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. 234—arr Jarvis 11:00 a.m.
No. 235—lv for St. Thomas 11:35 a.m.
No. 236—arr Jarvis 8:15 p.m.
No. 237—lv for St. Thomas 8:20 p.m.
From Canfield Jc. to Port Dover
No. 123—arr Jarvis 9:40 a.m.
No. 124—lv for Pt. Dover 11:05 a.m.
No. 125—arr Jarvis 5:10 p.m.
No. 126—lv for Pt. Dover 5:30 p.m.
From St. Thomas to Hamilton
No. 238—arr Jarvis 7:50 a.m.
No. 239—lv for Hamilton 8:10 a.m.
No. 240—arr Jarvis 5:00 p.m.
No. 241—lv for Hamilton 5:10 p.m.
Mixed Trains—East and West
No. 355—West—lv Jarvis 12:45 p.m.
No. 356—East—lv Jarvis 12:45 p.m.

police have been instructed to vigorously enforce the law against glaring headlights and insufficient lights. Two lights, one on each side of the front of the vehicle, are required as well as a tail light equipped with a four candle power bulb showing a red light to the rear and illuminating the rear number plate so that it is legible at a distance of one hundred feet after dark.

With the exception of the lightless vehicle, glaring headlights are the worst menace on the highways at night. There are too many motor vehicles without anti-glare headlights or devices of any kind. Some are equipped with non-approved and more or less unsatisfactory types. An appalling number equipped with approved anti-glare lenses or devices have glaring headlights because the lenses or devices have been misapplied or have got out of adjustment or because the headlight reflector casing or supports are out of plumb or alignment, or because the bulb ex-

ceeds the permitted candle power or is out of focus, or because as a rule, of a combination of these.

Drivers whose cars' headlights glare are depriving themselves of the comfort of good road illumination for the beams that cause the glare do not light the road, as well as being a nuisance and menace. The cost of having headlights made and main-

tained glass-proof is relatively small—this service is provided gratis to special service members of the Ontario Motor League—no man can claim that the enforcement of the anti-glare provision of the act is a hardship.

Indeed, the only trouble with our anti-glare law is that up to the present it has not been enforced.



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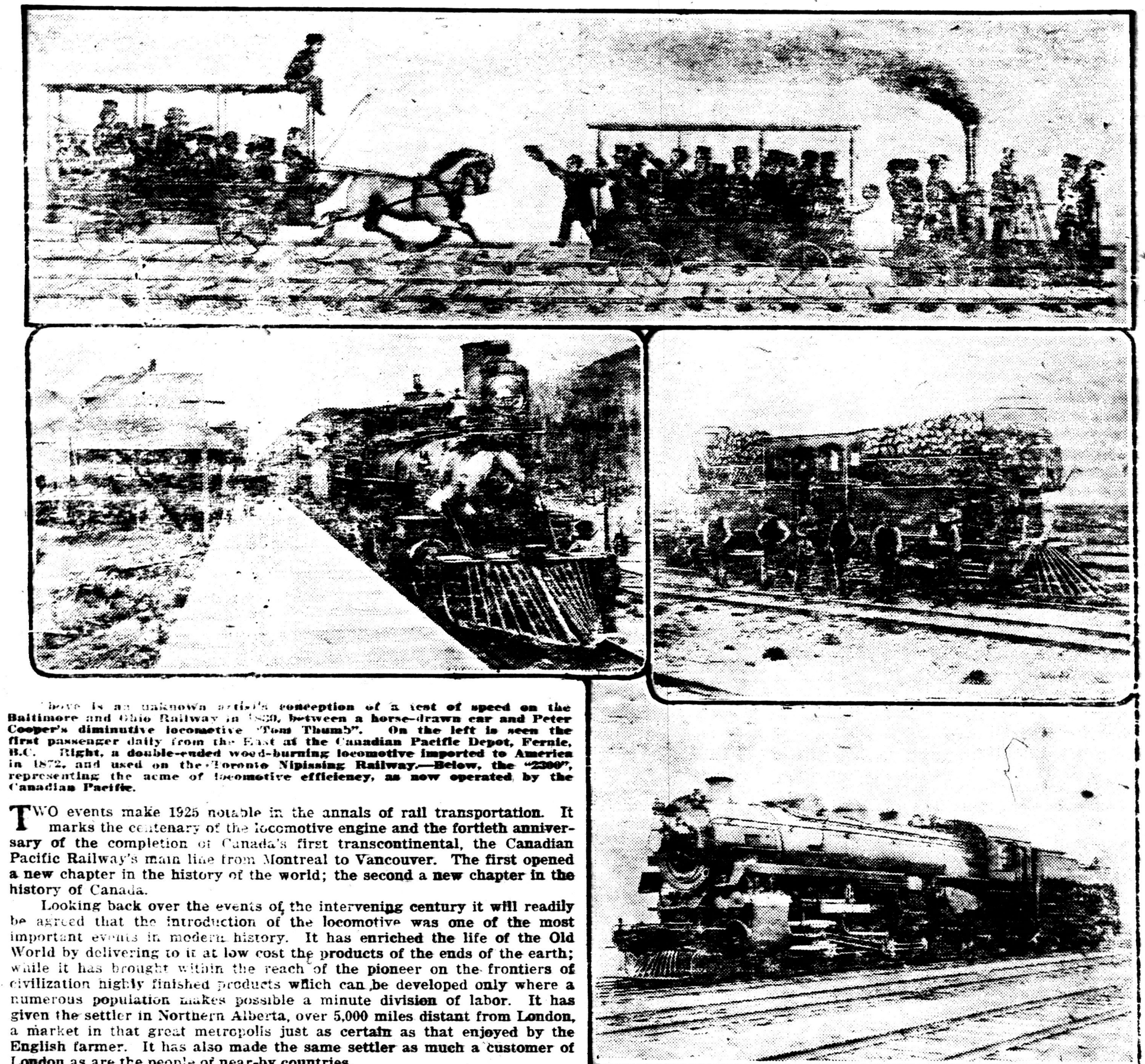
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Y. P. L., Thursday, at 8 p.m.

GARNET METHODIST
1:30 p.m.—Sunday School
2:30 p.m.—Church Service.
Epworth League and Prayer Meet-
ing on Friday evening at 8 p.m.

Fortieth Anniversary of Canada's First Trans-Continental System Marks Centenary of Locomotive.



Below is an unknown artist's conception of a test of speed on the Baltimore and Ohio Railway in 1828, between a horse-drawn car and Peter Cooper's diminutive locomotive, "Tom Thumb". On the left is seen the first passenger train from the East at the Canadian Pacific Depot, Fernie, B.C. Right, a double-ended wood-burning locomotive imported to America in 1872, and used on the Toronto Niagara Railway—below, the engine representing the name of locomotive efficiency, as now operated by the Canadian Pacific.

TWO events make 1925 notable in the annals of rail transportation. It marks the centenary of the locomotive engine and the fortieth anniversary of the completion of Canada's first transcontinental, the Canadian Pacific Railway's main line from Montreal to Vancouver. The first opened a new chapter in the history of the world; the second a new chapter in the history of Canada.

Looking back over the events of the intervening century it will readily be agreed that the introduction of the locomotive was one of the most important events in modern history. It has enriched the life of the Old World by delivering to it at low cost the products of the ends of the earth; while it has brought within the reach of the pioneer on the frontiers of civilization highly finished products which can be developed only where a numerous population makes possible a minute division of labor. It has given the settler in Northern Alberta, over 5,000 miles distant from London, a market in that great metropolis just as certain as that enjoyed by the English farmer. It has also made the same settler as much a customer of London as are the people of near-by countries.

The locomotive engine made its first appearance in Canada in 1837 on the Champlain and St. Lawrence Railroad. This road was only 16 miles long and ran between the town of La Prairie on the St. Lawrence River and St. John's on the Richelieu. This railway was opened in 1836, being operated by horses during the first year.

However, it was not until with the incorporation of the Grand Trunk Railway in 1852 that the railway era in Canada really began. While a beginning had been made in 1837, still during the next fifteen years only 50 miles of line were added. The Grand Trunk linked up Ontario and Quebec, and gave both provinces direct connection with the Atlantic coast through Portland. It also laid the foundations for direct connection between that port and Chicago. Much railway building followed in Ontario. The next project of importance was the building of the Intercolonial, which was begun in 1868, and completed in 1876. This gave Ontario and Quebec direct connection through Canadian territory with a Canadian port on the Atlantic open all the year round. In the meantime an agitation for the building of a railway to connect Ontario and Quebec with the Pacific Coast culminated in the incorporation of the Canadian Pacific Railway.

On November 7th, 1885 at Craigellachie in Eagle Pass, a gorge in the Gold Range, British Columbia, Sir Donald A. Smith, afterwards Lord Strathcona and Mount Royal, drove the last spike in the main line of the Canadian Pacific Railway, thus connecting Montreal with Vancouver. This was a notable event, not only in the history of Canada, but of the British Empire. By the connecting of the Pacific Coast with Montreal Canada secured its first transcontinental railway. Indeed, it was the first real transcontinental on this continent, for while in 1869 the east coast of the United States was connected with San Francisco by rail, and several other such connections have been added, still even now no single railway in the United States extends from Coast to Coast as does the Canadian Pacific in Canada. November 7th was also a notable day for the British Empire in that the Canadian Pacific provided a short cut from Britain to the Orient. As Sir Charles Tupper in his Reminiscences has pointed out, it brought Yokohama three weeks nearer to London than it was by the Suez Canal.

The history of the Canadian Pacific Railway is the history of Greater Canada. When it was first proposed there were only four provinces in Confederation, Ontario, Quebec, New Brunswick and Nova Scotia. Between 1870 and 1873 Prince Edward Island, Manitoba, and British Columbia entered, the last mentioned on the express condition that it would be connected with Eastern Canada by a line of railway. At that time Manitoba was a mere postage stamp in dimensions, and the regions between it and the Rockies were unorganized territory.

The promise of the Canadian Pacific not only brought British Columbia into Confederation, and gave Canada a window on the Pacific; but the building of it, by establishing direct and quick communication between the east and the west fixed the destiny of the vast regions west of the Great Lakes and north of the 49th parallel. The settlement of these vast regions was strengthened by the economic link of steel. Fifty years ago it was by no means certain that the territories between Lake Superior and the Rockies would not pass into the hands of the United States. The shortest route from Eastern Canada to Port Garry, now Winnipeg, was via Chicago and St. Paul. Trade moved north and south rather than east and west, so that political absorption seemed likely to follow American economic penetration.

It is with the development of Western Canada that the fortunes of the Canadian Pacific have been indissolubly linked. As it has expanded the West has grown. In 1885 there were hardly more than 380,000 people in the whole country west of the Great Lakes. As a result of the Riel Rebellion the country was also in a state of utter confusion. Still the year 1885 marks the real beginning of the period of western development. The country continued its policy of aggressive construction by adding feeders to its main line. This encouraged settlement, for settlers felt themselves secure as long as they were not too far from the railway. Note how the population on the plains began to increase. In 1885, when there were not more than 1,000 miles of railway there were only 130,000 people in that vast territory between Winnipeg and Calgary and Edmonton, one-half of whom were located in Manitoba. Within the next 20 years, the prairie provinces, with about 4,500 miles of railway, had a population of 800,000. By 1923 these provinces had 20,000 miles of line, of which 8,500 belonged to the Canadian Pacific, and their population was 2,000,000.

The driving of the last spike at Craigellachie also marked the opening of the company of the most aggressive and sustained immigration and colonization campaign that Canada has witnessed. From that time to the present the company has spent nearly \$70,000,000 on its immigration and colonization activities. And it got the immigrants too. During the year preceding the incorporation of the company immigrants were coming to Canada at the rate of only 36,000 a year. This was a very light inflow, for away back in 1832 as many as 52,000 were received; but during the period 1881-81 immigration was very nearly trebled; that is it came at the rate of 92,000 a year. Indeed, during the last two decades of the last century the Government seems to have left immigration pretty much to the company, for during the 1882-1902 period the total expenditure on immigration was only \$5,475,000, as compared with an appropriation of \$3,400,000 this year. Through the company's agencies have come the greater proportion of the over 5,000,000 immigrants received during the last 40 years.

Coincident with the driving of the last spike, at Craigellachie the company launched out as a promoter of foreign trade and transoceanic travel. In this department not only has it been by far the most important factor in Canada, but one of the most important within the British Empire, which is saying a great deal, when it is recalled that the latter is the greatest commercial unit that the world has ever seen. Within less than nine months after this spike had been driven there arrived at Port Moody, the then terminus of the Pacific, a brig with the first cargo from Japan for the railway. That little brig the "W. B. Flint" of 800 tons, has grown into a great fleet of over 400,000 tons, sailing on two oceans, and linking Europe, America, Asia, and Oceania. In 1897 a regular trans-Pacific service was established, and in 1902 a similar service was launched on the Atlantic. Begun originally as a feeder to the freight department of the railway, the passenger feature of these steamship services has now become of chief importance. As an evidence of how the trans-Pacific trade has grown it may be said that in 1885 Canada sold to China only \$5,952 worth of products and to Japan only \$21,739 worth, whereas during the 12 months ending October, 1923, her sales to China were \$16,612,492 and to Japan \$28,870,007.