

THE JARVIS RECORD

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THE RECORD PRINTING COMPANY, LIMITED

THURSDAY, JULY 2, 1925

DOMINION DAY

Dominion Day, our national holiday, fell on Wednesday, July 1st. It was observed in the village in a rather quiet manner. It is devoutly to be wished that Canadians imbibe a little of the pep Americans show in celebrating their national day on July 4. Confederation Day marks a peaceful event, while Independence Day marks the conclusion of a war. While it is well to hold sacred events marked by the blood of heroes, there surely are achievements of peace worth celebrating also. The confederation of the provinces of Canada into a nation is undoubtedly one of them.

Here and There

"Barring accidents, we are in for the greatest wheat crop in the history of Canada," says Andrew Kelly, of the Western Flour Mills. Mr. Kelly thinks the prairie wheat crop this year is off to the best start it ever had.

The first lot of Scottish boys enrolled as farm apprentices for Canada arrived recently on the Canadian Pacific liner "Metagama." They were brought out under the auspices of the British Immigration and Colonisation Association in cooperation with the Canadian Pacific Railway.

Canada's progress in the world of letters is illustrated by the fact that there is a Canadian literary section as one of the features of the Canadian pavilion at the British Empire Exhibition at Wembley. It presents French-Canadian and English-Canadian literature from the earliest dates down to 1924.

Ten conventions, comprising almost 3,000 delegates, will be held in Montreal between now and August 31, according to an announcement by the Montreal Tourist and Convention Bureau. It is hoped to obtain the 1926 Kiwanian Convention for this city which would mean that some 7,000 Kiwanians will visit Montreal next summer.

The Crystal Gardens, the splendid new pleasure resort for the city of Victoria, B.C., will be opened at the end of June and will form one of the unique attractions of that city. It will be both a winter and summer garden and possesses a salt water swimming tank, claimed to be the largest on the continent. Citizens of Victoria are already using the Gardens prior to its official opening.

Screening at the Capitol Theatre, Montreal, of the scenes through which the University of Montreal across-Canada trip and the similar journey of the Teachers' Federation of Canada will pass, attracted a large and appreciative audience. The film was a revelation of the beauty of Canadian cities and scenery. The University of Montreal trip will start from that city July 7 and will return July 28. The trip of the Teachers' Federation will commence July 20 and will conclude August 10.

Frank W. Ashby, secretary of the Manufacturers' Association of Australia, a recent visitor at Banff, said he found Canada to have a most delightful climate and "cities which are more modern than our own." Mr. Ashby said the impression in Australia had been that Herschell Island and Baffin's Bay were linked up municipally with Montreal and Winnipeg, and thought that the best way to correct these geographical misconceptions was to encourage more tourist travel from other parts of the Empire.

That it bears now selling in the Province of Ontario had met with approval and was considered quite satisfactory by people of the province was the statement of Premier J. Howard Ferguson prior to his departure recently for England on the Canadian Pacific liner "Empress of Scotland." Mr. Ferguson will endeavor to interest British and foreign capitalists in the industrial development of Ontario province.

W. J. Uren, Assistant General Superintendent, Quebec District, Canadian Pacific Railway, recently presented thirty employees of the system with certificates of First Aid, covering first to fourth year work. Mr. Uren said about thirty per cent. of Canadian Pacific Railway employees had passed examinations in First Aid and he was gratified to think that no accident could occur on the system without the high probability of there being some person on the spot who could afford expert First Aid.

A NEW ROAD GUIDE COMPLETELY REVISED

"THE DUNLOP TRAIL" HAS ELIMINATED ALL GUESSWORK FOR MOTORISTS

Last June, after an interview with the compiler, The Globe made the first announcement of "The Dunlop Trail." Now it is our privilege to tell you all about the 1925 edition of this book.

Yesterday the editor of this department chatted with A. A. Briggs while he unfolded the plans. It may be said at the outset that while the 1925 book will consist of 40 pages, same as last year, and to all appearances look like the 1924 issue, it is practically brand new from cover to cover. The publishing date has been set for on or about June 15.

Every one of the sixteen sectional maps has been discarded. Maps No. 16, Lake Seagow and Ontario Shore; No. 13, Haliburton; No. 14, Bay of Quinte and North; No. 15, Rideau Lakes, have all been completely redrawn. Maps No. 7, Magnetawan River and Nipissing; No. 8, Northern Ontario and Waterways, and No. 16, Thousand Islands and Ottawa River, have been redrawn for the most part, while the remaining maps have been so altered that careful comparison, word for word, line for line, dot for dot, shows amazing corrections.

"Do you mean to tell us, Mr. Briggs, after the tremendous amount of work put into the original compilation of 'The Dunlop Trail,' that these alterations are necessary in a year's time?" we asked.

"Here's the point," replied the compiler. "We said originally that it would take at least five years to make 'The Dunlop Trail' what we want it to be—the kind of touring book that even the greatest authorities on a given district cannot find a flaw in. Mind you, we haven't changed the plan one iota. All our corrections are consequent on personal investigation, consulting new authorities and cross-checking from basic maps. Travelling 50,000 miles last year, we have now brought our total mileage exclusively in Ontario up to 250,000 in the past five years."

"You mean, then, that to get the real 'slant' the compiler of a book such as this has got to cover every inch of the ground?" chimed in The Globe man.

"Exactly. We have gone back to the original topographical or post-office maps of Ontario, plussed to them our personal investigation, with the result previously announced—almost a complete resetting of the type, absolutely a complete discarding of the 16 divisional maps.

"Of course, it is natural in 50,000 miles of new travelling that one would pick up new view-spots and run into new feature-drives. That phase of the case is essential if 'The Dunlop Trail' is to keep abreast of every change in road construction and capitalize every nook and corner which in the past may have been born to blush unseemly." Personal investigation, went on Mr. Briggs, "brings such sweeping changes in the mind that we make bold to say that the tourist is ill served if he is asked to accept statements secured in any other way.

"For instance, take the dots representing cities and towns. That is one item we 'camped on' after the first issue of 'The Dunlop Trail.' Pick up the average map of Ontario, and a

place like Norwood is shown as being off the main road. This error arises because there are no foundational maps of this Province built on the idea of showing cities, towns, villages, etc., as the motorist sees them today. That is the kind of map or series of sectional maps that the Dunlop Rubber Company in trying to build up Norwood is just one of many examples where the original railroad dot is made to do service for the highway dot. As a matter of fact, Norwood is very much on the leading road east from Peterboro, and will so appear in the 1925 'Trail.' Selecting one town gives you an idea of how we have checked up the whole Province from this standpoint, in some cases removing names altogether that are mere railroad station designations, never seen by the passing motorist; in other cases moving the dot off the highway to the point where the people are actually located; in still other cases—as the Norwood instance—placing the dot where the municipal railroad depot out where a highway ultimately passes through the centre of the town.

"The water line is another item that has required attention. A place like Leamington is 'dotted' on the main trunk line, yet the steamer to and from Pelee Island calls at Leamington as well as Kingsville, so in the 1925 book we bring the dot down to indicate that there is more to Leamington than what you just see scooting through on the Southern Highway. In this connection it must seem strange to a motorist to note the 'ticks' of a boat line to a given point—like Thessalon on some maps—with no water 'flash-up.'"

"At this point we asked Mr. Briggs a question which we thought very vital to motorists: 'Have you added any more roads in the 1925 book?'"

"Yes and no," was the answer.

"Then he continued: 'That is one of the issues we were coming to later. Despite the warnings given in the inside front cover of 'The Dunlop Trail' that every motorist should get latest information about roads before assuming trips, some drivers have assumed that showing a road on the map means in every case that the compiler recommends that road. Any person who motors much knows that gravel roads cannot be vouched for beyond one season.' To overcome this misconception, we have—keeping in mind that nearly one-fifth of the

cars in Ontario are owned by Toronto—eliminated in Maps Nos. 9 (Toronto and Lake Simcoe) and 10 (Lake Seagow and Ontario Shore) all those roads that we knew to be undesirable in 1924 from personal investigation. The only 'bad' roads left in are those where no alternative routes are available to get into a particular town or village. For instance, between Toronto and Newmarket the 1925 'Dunlop Trail' will show only three roads: east from Yonge Street, namely, from Lansing, Langstaff and Newmarket itself (with Sharon and Mt. Albert brought in after one works north from either one of the two entrances to Newmarket from the Holland Landing cut-off.)

"Muskego District, as commercial travellers using the old bus know, has been one of the 'jokers' in the past as far as the road 'in-up' goes. We have reduced the number of roads in the 1925 issue by at least 25 per cent. A lot of names that exist mostly in the imagination—like the 'mossy poles' in Alaska—have been cleaned off the maps also. Printing names on notices where not even one house can be located is most misleading, and we intend to continue the process of elimination in succeeding issues of 'The Dunlop Trail.'"

"For years in a great number of maps three roads have been shown north out of Gravenhurst, but the average motorist only cares or needs to know about the main highway, which is now improved gravel. The road road twists and the number on the telephone pole to watch for are things of the past. For years also the main road from Hamilton north has been shown as a subsidiary on most maps, the main line being pictured as the road to Sprucedale. A road that doesn't exist, as far as its modern condition is concerned, also has been listed for years as running northeast at a point near the sawmill beyond Falkenberg, through Parkerville into Utterson, and this latter error has led to a total misplacement of the actual highway running from Utterson south to Utterson. Port Sydney is really closer to the south-westward leg of this highway than Utterson, though it is generally shown three times farther away."

These are just a few of the many actual instances quoted to the Globe man, and which will give the reader some idea of the painstaking care being put into the 1925 production of 'The Dunlop Trail.'

"We learned also that a complete 'tie-up' has been effected in all the maps. That is to say, the adjoining side of each map is now virtually the same as the side of the map adjoined. For instance, Map No. 11 (Rice Lake and Ontario Shore) is identically the same on its west side as the east side of Map No. 10 (Lake Seagow and Ontario Shore).

The north side of the Rile Lake map

is virtually the same as the south side of Map No. 12 (Kawartha Lakes) and so on. The mere mention of this piece of detail shows that the work of preparing one map is multiplied sixteen times in the case of 'The Dunlop Trail' on account of the Province being split up into sixteen divisions for easy handling.

Clipping after clipping in the Dunlop files shows how the 1924 'Trail' was received, requests for the book coming even from South America, and from all over the continent.

The mileage figures for the entire Province given for the first time, are proving so valuable to truck shippers that one publisher requested permission to devote nine pages of his 'Annual' to 'Trail' statistics. A large oil company, which never lets anything of doubtful value cross its door way, recently requested the Dunlop Company to supply it with books as a reference for every one of its Toronto stations—Toronto 'Globe,' May 22nd, 1925.

HALDIMAND COUNTY LEAGUE BASEBALL SCHEDULE

May 28—Nanticoke at Selkirk—9:15	June 4—Caledonia, Nanticoke—12:9
June 11—Selkirk at Caledonia—1:4	June 18—Selkirk at Nanticoke
June 25—Nanticoke, Caledonia	July 2—Caledonia at Selkirk
July 9—Nanticoke at Selkirk	July 16—Caledonia, Nanticoke
July 23—Selkirk at Caledonia	July 30—Selkirk at Nanticoke
Aug. 6—Nanticoke, Caledonia	Aug. 13—Caledonia at Selkirk

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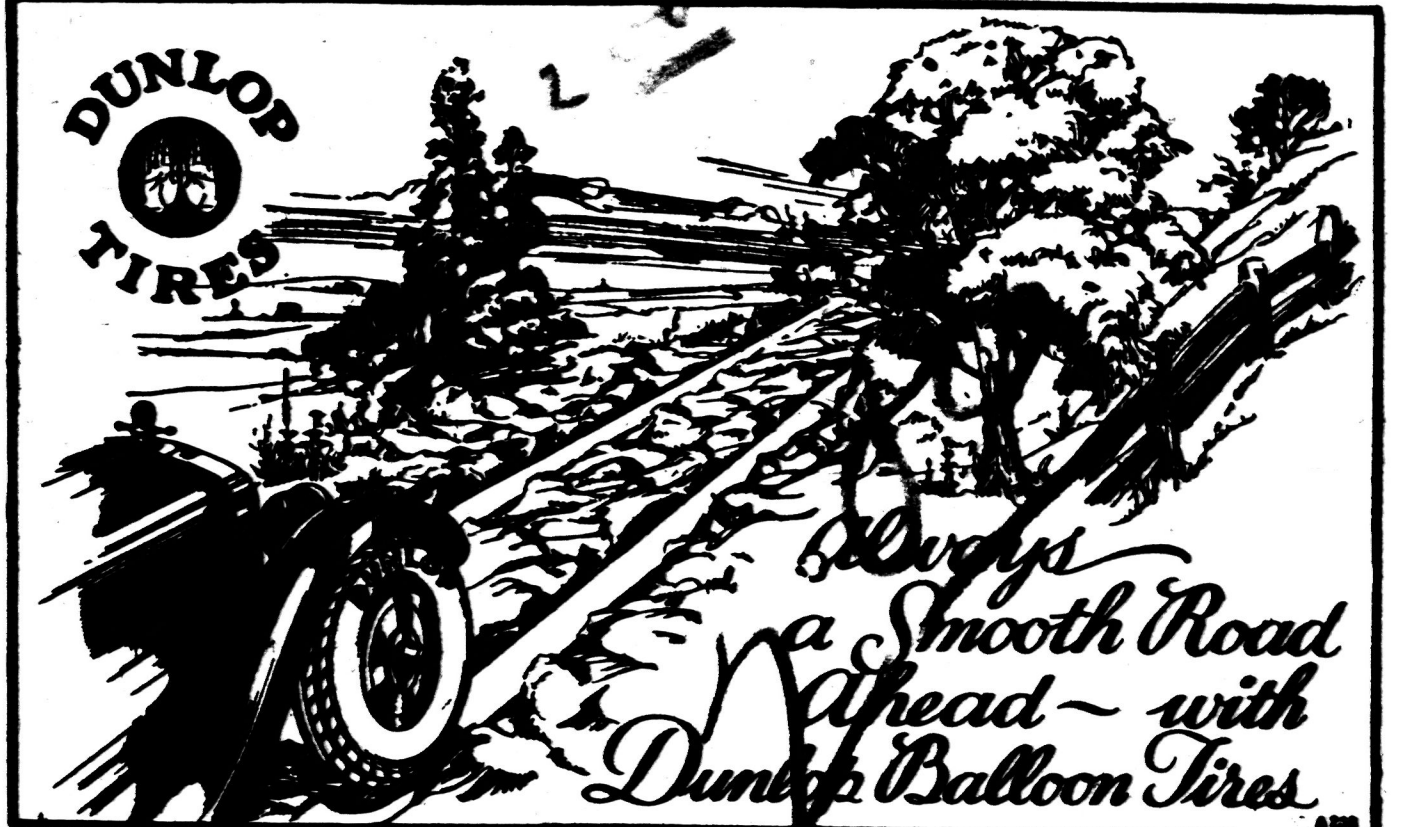
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Rector.

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 9 p.m.

WESLEY UNITED CHURCH

REV. H. BRAND, Pastor.

Services at 11 a.m. and 7 p.m.
Y. P. L., 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 So.—Pt. Dover to Canfield Jc.
No. 113—arr Jarvis 7:35 a.m.
No. 126—lv for Canfield Jc. 7:55 a.m.
No. 121—arr Jarvis 4:45 p.m.
No. 128—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. 11:30 a.m.
No. 236—arr Jarvis 8:15 p.m.
No. 237—lv for St. Thomas. 8:30 p.m.

From Canfield Jc. to Port Dover
No. 125—arr Jarvis 9:30 a.m.
No. 122—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. 233—arr Jarvis 7:40 a.m.
No. 232—lv for Hamilton. 8:10 a.m.
No. 231—arr Jarvis 6:00 p.m.
No. 230—lv for Hamilton. 5:10 p.m.

Mixed Trains—East and West
No. 238—West—lv Jarvis. 12:45 p.m.
No. 239—East—lv Jarvis. 12:45 p.m.

NANTICOKE HOME WEEK

JULY 19-20-21



FOR SALE—3-Burner coil "New Perfection." Apply Fiddis, RR 1, Jarvis.

FOR SALE—A double ten, nearly new, cash or call on and halbers. Chas. R.R. 1, Nanticoke.

FARMS FOR SALE
FOR SALE—Eighty acres in Haldimand and Norfolk Counties. Apply to Carter, Jarvis.

FARMS FOR SALE
160 acres, a No. 1 stock farm, 2 1/2 miles from Jarvis. Close to gravel road. Lumber building, 10 rooms. Buildings: Barn No. 1, barn No. 2, 26x56x18; shop, drive house, 18x24x12; hog lot; hen house, 12x24; etc. All in good state of repair. Good wells of water; windmill watering basin. Fruit trees: apples, cherries, plums. 19 acres fall wheat spring grain, balance well across good hardwood bush fenced. Possession at \$11,000 for immediate sale at \$11,000 to George L. Miller, Jarvis.

NOTICE TO CREDITORS

IN THE MATTER OF the Estate of Thomas McBurney of the Township of Toronto in the County of Norfolk deceased.

NOTICE is hereby given to all creditors of the said Thomas McBurney deceased, to file their claims with the undersigned Administrator of the said estate of the said Thomas McBurney deceased, at the office of the said Administrator, at Hagersville, Ontario, on or before the 15th day of July, 1925, and to send by post or deliver to the undersigned Administrator of the said estate of the said Thomas McBurney deceased, a statement of their accounts, showing the nature of the security, if any, given by them.

AND TAKE NOTICE

that the undersigned Administrator of the said estate of the said Thomas McBurney deceased, will proceed to the assets of the said deceased parties entitled thereto, and to the claims of the said Administrator will not be paid for the said assets or any part of the same until the claims of the said Administrator shall not have been paid by them at the time of distribution.

DATED at the Town of Hagersville in the County of Norfolk, this 10th day of June, 1925.

John Murphy, Esq., R.R. Silverhill, Ont.,
Robert Murphy, Esq., R.R. Silverhill, Ont.,
ADMINISTRATORS

Innes & Mackay,
Simcoe, Ontario,
Solicitors for the said Administrator.

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