

**THE JARVIS RECORD**  
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THURSDAY, MARCH 4th, 1926

**SHE DELAYED TOO LONG**

Mrs. Fanny Soper, awaiting execution at Sing Sing for the murder of her husband, reads the Bible daily. She has had no callers in the six weeks she has been in the death house. Not even her daughter has visited her. Mrs. Soper will find comfort and solace in the Bible. The Book will help prepare her to go to her death tranquilly.

But had she read it daily earlier in her life she probably would not be in the death house. She would have discovered for one thing a certain commandment which reads: "Thou shalt not kill." She would have been advised how to control her angry passions. And she would have learned that ungrateful daughters sometimes rise against their mothers. There is wisdom, knowledge and strength in the Bible.

**COAL STRIKE SUMMARY**

The Pennsylvania miners will now get back to work. The coal strike is ended, and conditions are practically normal. There is a sore spot here and there to be smoothed over yet. But by the time our readers peruse this article, each of the different shafts will be running to capacity. The miners not only lost a season's full pay, but also lost out on their wage demands. They have now signed a five-year contract at the old wage schedule. The operators lost a season's output in one field, but they also have an interest in mines which were running in another field; so that with the increased prices they lost money out of one pocket, but more back into the other.

As the case stands now, they are more in need of the consumer than the consumer is of them. This has been an opportunity for Canada. Some anthracite markets in Canada are lost forever to American coal men. Coke, all around, is the cheap-

**The South-West Corner**

**JUST BEGUN**

Mrs. H.—Has Dorothy learned to walk yet?  
Mrs. B.—Heavens, no! Why, she's just learning to drive the car.

**HE "LEARNED" 'EM**

Mr. Ernest Walker is my teacher. I shall not want (another). He prepareth my examinations. He maketh me recite on some subjects in the presence of bright class mates. Yea, though I blunder, he careth not. My head runneth over. Surely zeros and conditions shall fall from all the days of my school life, and I shall dwell in the first class of the next year.

**TOMMY ROY.**

**THE BIRD-DAY PARROT**

As I lately kept a parrot which was always swearing. She could put up with that till Saturday, but on Sunday she kept a cover over the cage, removing it on Monday morning. This prevented the parrot from swearing on Sunday.

One Monday afternoon she saw her minister coming toward the house, so she again placed the cover over the cage. As the reverend gentleman was about to step into the parlor, the parrot remarked: "This has been a damn short week."

**THE WORST STORY I HEARD ON MAIN STREET TODAY**

Promised not to tell who told me this. Anyhow—

A tall slender fellow went out swimming one fine Spring morning with a pretty young thing, named Alice. Now Alice was not so tall and not so slender.

After the swim, the poor fellow took paralysis. But, we are getting ahead of our story. We must go back into the water.

Much splashing about—much exhilaration. Then the tall boy jumped out and ran to the place where he had left his street clothes. Alas, his pair of trousers were missing. Probably, some small boys had played a trick on him.

What was he to do?  
What would you have done?  
He had to think fast, because Alice was ready to get out of the water, too. He had to think fast. He just had to have a pair of pants. So he took Par—Alice's.

est and cleanest fuel burnt. We have also tried Pocahontas, Alberta and Nova Scotia coal, and there is no reason in this world, why Canada should not always be independent of American coal. We are emerging into a new era of prosperity, so keep up the demand for Canadian products by cultivating the "Made-in-Canada" habit. No one can deny that Canada has been passing through a pressing time; no one can deny that business conditions have not been bright, but the sunshine is here now let's keep it. Personally, we would like to see large coke ovens erected at Windsor, London, Hamilton, Toronto, Peterboro, Kingston and Ottawa, and so on from coast to coast. We have a supply of soft coal in the Maritimes for years to come, and with proper making conditions and marketing, this by-product of soft coal could in time be sold as the cheapest fuel possible.

**RURAL MAIL CARRYING**

I would like to make a few remarks on the mail carrying on Route 5, Simcoe. The people have been receiving their mail regularly until Feb. 8th, being unable to get to the Scotch Line. On the Town Line I detoured on the concession south of Mr. Parsons' residence, down to the old Plank and then to the Five Point corner, then north to Mr. J. Parr's box, turned around and proceeded to the Scotch Line, then to Simcoe P.O. I spoke to some of the township officials about opening the road; I also told Mr. Boughner, the township superintendent, and he said it was Mr. R. Miller's job to keep the road open. He said there was an arrangement between the councils of Walpole and Woodhouse, that Woodhouse was to look after the three concessions to the south and Walpole the three at the north side. I might say that Walpole is not very much interested in this road as there is not a Walpole man that necessarily travels over this piece of road the year around. This piece of road is in the worst shape I know of. The road is usually gone over with the leveler once a year and there being no travel on the road means that the road is never in good shape. The only people that are competent to judge about this road are the milkman in the summer, the breadman and the mailman, because no others travel over it. The road could be greatly improved if it was graded up and made so the water could get off. It took eight days to get the machinery in operation to get the road dug out. It would seem a little slow if the seven or eight people that are effected would drive over this piece of road "on their way to Jarvis," and help keep the road open and help break track, "but no," they get over on the Old Plank by the shortest route possible and the mailman can break his own track. The regulations say that the track has to be broken for the mailman. You would see the reasonableness of this if you would make just one trip over the roads when the track was not broken. I have made a number of trips on the detour, being about 2 1/2 miles extra to drive. Some of the box holders thought I should have come down the Scotch Line one day and the Highway the next day, that would give them their mail every other day. If I had done that without permission from the Department, it would mean I would have to drive about 10 miles extra. I am asking the Department for permission to make the every-

other-day delivery. If the Department refuses the request there will be no more mail sent to the box holders by anyone else except the mail man, unless there is an order signed by the box holder directing him what to do with the mail, until the road is made so I can travel on it. So please do not forget to put the order in the box stating what is to be done with the mail. It might be stated that the road don't have to be kept open for a car. Until this week there has not at any time been good sleighing on the Highway or the Scotch Line, or even the Town Line, except where the road was drifted. In any case wheels had to be used. If a good track was made for a horse and buggy, a car will get through, and the regulations say, the mail man can use any suitable conveyance to carry the mail. In the summer the people on the route get their mail by noon, "unless there is unavoidable delay," when a car is used, and if a horse was used it would be around 4 o'clock at the best. As a rule a threshing outfit makes a trip over the road just before it freezes up and makes a terrible mess of the road. Just remember last fall, the road foreman ran the leveler over it and leveled it up as best he could. It would seem that these heavy outfits shouldn't be run over the road when it is so soft as to plough the road up from 6 inches to a foot deep. All I ask is to make the road as clear of snow as you do your own driveway and clear the snow away from the mail boxes so they can be reached without getting out of the rig.

D. BURCH.

**MARCH ROD AND GUN**

A handsome special section containing the winning photographs of the amateur photo contest recently conducted by "Rod and Gun" is an interesting feature of the March issue of the magazine, which has been just published.

The cover design of the March issue is also of great interest. It is a very fine color reproduction of a remarkable photograph of two bull moose lying with their antlers inter-

**Legends of the St. Lawrence River in Quebec**



GOBLINS OF THE ST. LAWRENCE

LOUP-GAROU

Folk tales and legends still cling to the shores of the St. Lawrence, that first highway into the unknown continent of North America. Legends in which are mingled bits of Indian superstition, French customs and religious beliefs. In the time of the early explorers, those brave men who dreamed dreams which led them on and over the bright waters, past dark islands, purple hills and shining cliffs, until they settled in Canada, these legends were revered. Now, however, while large Canadian Pacific steamships crowded with tourists ply up and down the St. Lawrence, the legends are no longer regarded except as quaint fairy tales with somewhat of a religious flavour not to be disregarded or ridiculed, but to be enjoyed as reminiscent of the olden days when saints and demons assumed mortal forms.

Katherine Hale, in an artistic little book issued by the Canadian Pacific Railway recently, ably depicts many of these stories. One of the most familiar of these French Canadian legends is that of Loup-Garou, evidently derived from the German werewolf or the Irish banshee. Loup-Garou typifies the French Canadian's reverence for things spiritual and his



PIERRE HENRI NOUVEL, WHO VISITED QUEBEC IN 1633

locked, having fought to the death. The contents of the magazine for March are of equally interesting nature for sportsmen. The month's stories include a very live article by George H. Charis who recites an entertaining narrative of A Tenderfoot Hunt in the Wilds of British Columbia, as well as other hunting and fishing narratives. The regular monthly features are

belief in supernatural intervention. Joachim Crete, a miller of Beauséjour was not really a bad man, but he did jeer at church collections and failed to try to convert his hired man merely because he was such a good partner at checkers. On Christmas night they played, instead of going to church. They even, in a mood of defiance, set the mill going, as if it were an ordinary night. Suddenly crack! and the mill stopped working. Then the lantern went out, and the two men were left in trembling darkness! After that the hired man tumbled down stairs, and the miller began to drink fast and furiously! Presently he heard a deep moaning, and turned to see a huge dog about to attack him. Then the miller knew it was Loup-Garou, and he fell on his knees praying for forgiveness. But he lunged at the dog with a reaping hook, and wounded him. That was the saving of the hired man, for according to the legend, if you have been turned into the form of a wolf or dog because of evil deeds, only a bloody wound can restore you to your original form.

good and Raymond Thompson continues his series in the Big Woods of Canada with the Fox Family, while A. Bryan Williams has another good chapter of the series Breezes from the West. Bonnycastle Dale deals with Camera Hunting on the Great Barrens of Nova Scotia. "Rod and Gun" is published monthly by W. J. Taylor Limited, Woodstock, Ont.

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Services at 11 a.m. and 7 p.m. on Sundays.  
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You are invited to these services.  
Choir practice, Thursday, 8:15 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 o'clock.

**LOCAL TRAIN SERVICE**

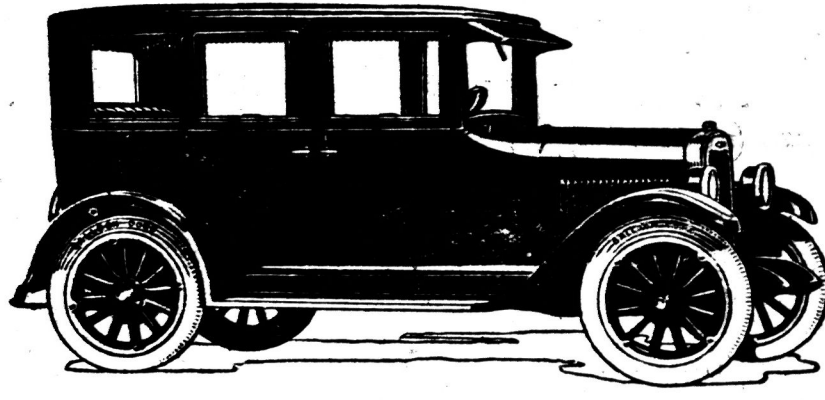
From So.—Pt. Dover to Canfield Jc.  
No. 121—arr Jarvis ..... 4:45 p.m.  
No. 122—lv for Canfield Jc. 5:10 p.m.

From No.—Hamilton to St. Thomas  
No. 224—arr Jarvis ..... 11:00 a.m.  
No. 225—lv for St. Thomas 11:05 a.m.  
No. 226—arr Jarvis ..... 8:40 p.m.  
No. 227—lv for St. Thomas 8:45 p.m.

From Canfield Junction to Port Dover  
No. 125—arr Jarvis ..... 8:10 p.m.  
No. 124—lv for Pt. Dover. 8:42 p.m.

From St. Thomas to Hamilton  
No. 220—arr Jarvis ..... 8:05 a.m.  
No. 221—lv for Hamilton. 8:10 a.m.  
No. 222—arr Jarvis ..... 6:00 p.m.  
No. 223—lv for Hamilton. 6:10 p.m.

Mixed Train—East and West  
No. 255—West—lv Jarvis. 12:45 p.m.  
No. 256—East—lv Jarvis. 12:45 p.m.



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