

THE JARVIS RECORD

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"GOOSE BONE" PROPHETS

During the fall the weather prophets were about equally divided in "early winter" and "late winter" schools. Now that winter is well on its three months' journey some goose-bone prophets foretell a cold, wet summer and others see a hot and dry season approaching. About next September the public will know which guess was the best.

It has been predicted that this is to be "a year without a summer," like 1816. A New York state diarist in 1816 recorded snow on June 6 and 8, freezing weather up to June 14, frost on June 28, backward crops in July because of the unseasonable weather and frost on August 24.

There are many "signs" on which unpromising prediction of a cold summer is based but the one most frequently cited is the recollection (its accuracy is not vouchsafed) that the six exceptionally warm summers preceded the frigid summer of 1816 and that during the last six summers temperatures east of the Rocky Mountains have been generally above normal. The theory is entertained that to compensate for the high temperatures there must be a season of unusually low thermometer readings.

There is too little known of the sequence of weather conditions over a long period of years to warrant the forming of such conclusions as the one-in-seven theory of the long-distance weather forecasters. Much is said about "weather cycles," but the "prophets" seem to be unable to agree upon the time it takes to complete that cycle.

SKYSCRAPERS

Skyscrapers have been called economical. They have been called beautiful. They have been called a characteristic expression of the American spirit. Now they are praised for their health-giving qualities.

An advocate of taller skyscrapers contends it should be realized that the average length of life has increased more than ten years since the coming of the skyscraper.

This is a comforting reflection. Few denizens of the tall buildings have given thought to the longevity unconsciously acquired by living in them. Now if only some way could be devised to make them twice as high, man—the city-dweller—might be able to add another ten years to his span.

If skyscrapers are to be given credit for added years, where does the decrease in infant mortality come in? Children are notoriously frowned up on in big apartments, and skyscrapers know them not.

That to which the skyscraper now lays claim has been previously claimed by sanitation engineers, plumbers, dairymen, developers of suburban real estate, automobile manufacturers, physical culturists, medicine, surgery, public health agencies, prohibitionists and many other "humanitarian" institutions, individuals and movements.

Grant, for the sake of argument, that the skyscraper has added ten

DUXBURY'S STORE

JARVIS — PHONE 47

LISTEN, MR. FARMER

We have a Medicated Stock Tonic, if you feed 1/2 lb. once a week to your stock it will keep them in the pink of condition, so much so that we give you a guarantee that if any stock gets sick while using our tonic we will pay all doctor bills and if your stock dies we will pay you for your stock. Just try this Tonic and be convinced.

TO THE LADIES, LISTEN!
We have a full line of Groceries, Fresh Meat, Fruits and Vegetables. We give coupons with every sale for Rodger's Silverware. Come in and let us explain our coupon system to you, also let us show you our silverware. Give us a call and be convinced that this is the right place to buy your Groceries and Fruits.

years to the average span of life. How many years has it taken off by multiplying traffic accidents? One of the strongest indictments of tall buildings is that they create traffic congestion.

What does it avail one to wax healthy on the 48th floor only to be killed in the traffic surging around the foot of the building?

NO RULE FOR LONGEVITY

Not every one will envy the Turk who says he has passed his one hundred and fifty-fourth birthday anniversary. When stories of this kind get about there is general marveling at the great age attained, curiosity about the methods used to accomplish it and a mixture of admiration and envy. But the wish is not to be so old, but to live so long.

There are always pessimists who find a gleam of cheer in these stories. They have at least one thing to be thankful for—they will not live to be as old as that. Life is hard, but few are compelled to support it beyond the century mark. That is their attitude when any one—a Turkish philosopher or a negro mammy—gravely tells of passing the century mark.

In the case of this aged wonder the old familiar statement on how he "got that way" is made. "I have never used alcohol or smoked." But an old dandy who drank and smoked every day since he was ten years old claimed an age of 125 due to his indulgence.

The Turk may, of course, be mistaken about his age. With complete abstinence from the pleasanter vices, participation in four wars and in eleven marriages, he might be pardoned for imagining that he had lived longer than was actually the case. As for the dandy, he probably enjoyed life so thoroughly that he thought so much fun could not have been crowded into less than a century.

If you are looking for a moral, it is that there is no hard and fast rule for longevity. Not all the good die young and not all the robust an healthy live to reach a ripe old age.

MR. HENRY'S TASK

The Hon. George S. Henry is finding out that, no matter how hard a man in public life may try, nor how sincere he may be, it is impossible to

please everyone. Ever since the provincial highway system was established, there has been a strong demand from the people of the towns and cities situated on the highways to have them kept open for traffic during the winter months. In the last two or three winters, the demand maintained such volume that the department was forced to take cognizance of it, and purchased snow plows and other machinery for use in clearing the snow off the roads. Last winter a strong effort was made to keep the main highways clear, and the government was commended for its work in this direction. This year, a definite stretch of highway has been designated, and this is being kept clear of snow drifts for motor traffic. Mr. Henry felt that he had satisfied the people of the province, but his feeling of relief was premature.

A few days ago the minister of highways received a shock when a number of protests against keeping the snow off the highways reached him. He had not expected anything like this. But the people in the rural districts are strongly opposed to having the highways kept clear of snow for the motorists. They wish to have the snow left for sleighing purposes, and claim that while they are forced to use their sleighs to get through the drifts on the side roads and concession lines, these vehicles are useless on the clean-swept provincial highways.

Now what can a poor minister of highways do in a case like that. On the one hand he is faced with demands to keep the highways cleared. On the other he is met with a cry that the snow should be left on them. No matter what he does, one of the two factions is bound to be displeased. The only course left to him is to decide which he considers the lesser of the two evils, and act accordingly.

In The Melting Pot

Dancing exercises just about everything except discretion.

All work and no play gets Jack in shape to pay the slimony.

Boys leave the farm because they hate to plow through life.

Exercise alone should give you slender lines. Look at the tongue.

Think how long it takes scientists to evolve a new and perfect tooth paste like the others.

LEVEL CROSSINGS

The question of safety at level crossings is continually a matter for serious consideration, and many suggestions are coming to the front from time to time. Chas. E. Hill, general safety agent of the New York Central Lines, at a session of the National Safety Congress in Chicago, recently discussed means of preventing accidents at grade crossings.

The best way, of course, would be to eliminate grade crossings, through underpasses and overpasses, or through the rerouting of roads. But while elimination of grade crossings is being undertaken in some places, the tremendous cost of doing away with all the country's grade crossings makes this an impossible solution of the problem. There were 234,236 grade crossings in the United States in 1925, and according to Mr. Hill, a conservative estimate of the cost of eliminating them is \$20,000,000,000, a sum equal to the estimated value of all railroad property in the country. "This amount," he says, "exceeds our public debt and is prohibitive so far as our railroads and municipalities are concerned."

Mr. Hill urges, as remedies for present conditions, a campaign of education; and maintaining of warning signs requiring school buses and tractors carrying explosives to come to a full stop before crossings; preventing the building of unnecessary highways wherever possible; eliminating obstructions to view within 500 feet of the crossings; and enactment of uniform laws requiring mental and physical tests of motorists and penalties with real effectiveness.

During the ten years from 1917 to 1927 inclusive, 20,021 persons were killed in accidents at railroad highway crossings in the United States, or an average of 200 deaths a year. Grade crossings, however, are responsible for only a small fraction of the total number of deaths in automobile accidents. Mr. Hill believes that about 95 per cent. of the motorists of this country are reasonably careful. The remaining five per cent. represent an army of more than a million reckless and incompetent drivers flitting about the country with at regard for any one's safety," he says. Contrast the qualifications of the driver of an automobile and the driver of a locomotive. The former, as a rule, needs no qualifications except ability to possess a car. He is unfamiliar with its operation and mechanism, and is wholly lacking in a knowledge of law governing its use on the highway.

Of all kinds of automobile accidents, those at grade crossings are probably the most attributable to plain carelessness. With the exercise of reasonable care, there should never be a grade crossing accident. Yet hundreds of them occur every year. It is impossible to make anything fool-proof.

1928 BY SEA FROM Saint John



Completing her maiden trip across the Atlantic, the "Beaverburn" new fast cargo liner for the Canadian Pacific Railway fleet, docked at Saint John, N.B. to receive the official welcome of several officials of that company, among whom were, W. R. MacInnes, vice-president in charge of traffic, and W. A. Wainwright, assistant to the chairman, Canadian Pacific Steamships Limited, also the harbor officials of that port. A thorough inspection was made of the vessel and appreciation of her qualities was expressed. The "Beaverburn" is the first of five fast cargo vessels, which will be known as the "Beaver" class, displacing 10,000 tons and having a length of over 500 feet. These ships are capable of making the ocean passage in ordinary weather conditions at an average speed of fifteen knots. The "Beaverburn" however, obtained a speed of 16 knots on her trial trip.

These cargo ships will provide a weekly departure from Canada every Friday, arriving in London and a half day later. Montreal is to be their Canadian port during the summer and Saint John in the winter. The liners are considered the finest and highest class of cargo ships afloat today. Another steamer of the passenger style, the Duchess of Bedford will be launched at the Clydebank shipyard January 24. Altogether there are to be five Duchess liners attached to the Canadian Pacific Steamships. To date the Duchess of Atholl has been launched, the Duchess of Bedford will be launched shortly, while in 1929 the third and fourth to be delivered will be Duchess of Richmond and Duchess of Cornwall, with one more ship to come.

FEBRUARY SALE!

STARTS ON SATURDAY, JANUARY 28

Wonderful Savings

THE GOSPEL OF GOOD NEWS—THAT MEANS THE SAVING OF MANY DOLLARS TO EVERY HOUSEHOLDER IN SIMCOE, NORFOLK COUNTY AND BEYOND ITS BORDERS

Many people remember the wonderful sale we held in November of our large stock that we bought from the great John McDonald stock at very low prices. Just think of the wonderful values we gave them in Silks, Hosiery, Ladies' and Men's Wear, etc. At the same time we bought this large stock, we were also thinking of your requirements in Sheetings, Cottons, Towels, Table Linens, Bath Towels, Pillow Cases, Quilting Goods, Flannelettes; Canton Flannels; Linen Towelling, Table Napkins, Pillow Cases, etc. We made large purchases of these goods and held them over the Holiday Season for you—all bought at great savings. The quality in every item is the very best. We pass them on to you at low prices. Buy your requirements during this great February Sale, commencing Saturday, January 28th. If you cannot come to us—shop by mail—we prepare all carrying charges.

CHILD BLANKETS—Of Flannelette, plain colors with border, pink, blue and white; two sizes; heavy quality; whipped edges. 30x44 size, each 89c
36x50 size, each 1.25

CINGHAMS—32 inch, small and medium checks; also plain chambrays on sale. The yard 19c

STRIPED TURKISH TOWELLING—Heavy imported cloth; stripes of blue, red and tan; a splendid cloth for roller towels; 22c values for 15c yard

ALL WOOL MOTOR ROBES—An extra one is always useful. Good large size, fringed ends. Each \$4.99

EMBROIDERY PILLOW CASES—Hemstitched, full size, 22x33 inches, neat patterns. Regular \$1.25 pair. On sale per pair 87c

TEA TOWELLING—Plain and checked. All pure linen 22 in. wide. A real good number at away below regular price 19c yd.

HORROCKS'S PILLOW COTTON—One piece only, 44 in. wide. You know the quality of this cloth. Large even round thread, absolutely pure, worth 75c yd. On sale 49c yd.

TABLE LINENS—A good time to buy Irish Linen Table Linen by yard. Very special prices prevail on these:
56" Unbleached Tabling with colored border, reg. 95c for 73c yd.
64" Unbleached, all pure linen, colored border, \$1.25 value, 96c yd.
70" White & Unbleached Damask, all Irish Linen, \$1.50 value, 98c yd.
70" Bleached Damask, superior quality, beautiful patterns, values up to \$3.25 yard, on sale at \$1.79 yd.

DAMASK CLOTHS—We are headquarters for the best makes of Irish Linens. Below we have quoted some extra good values in Cloths and Napkins, also odd Cloths:
66x66 inch Irish Linen Cloths, \$2.50 value for \$1.89
2x2 yds. Irish Linen Cloths, \$4.50 value for 2.89
2x2 yds. Irish Linen Cloths, \$7.50 value for 4.95
2x2 1/2 yds. Irish Linen Cloths, \$6.75 value for 3.95
2x2 1/2 yds. Irish Linen Cloths, \$8.50 value for \$5.75

Six only, Table Cloths marked to clear:
2x2 yds. size, regular \$14.50 for \$ 8.95
2x2 1/2 yds. size, regular \$16.50 for 10.95
22x22 inch. Napkins, regular \$16.50 for 10.95

IRISH LINEN TABLE NAPKINS—In variety of designs, 22x22 inches. Regular \$7.95 dozen. Special to clear \$5.95

UNBLEACHED IRISH LUNCH CLOTHS—54x54, will bleach white; dice top pattern. \$1.00 values for 69c each

LINEN DAMASK LUNCH CLOTHS—Pure Linen and Bleached; some slightly soiled. Size 36x36 inches. Reg. \$1.65 for 98c
Larger size, 45x45 inches; regular \$2.25 for \$1.69

TABLE LINTY SETS—Sets contain 1 large 2x2 1/2 yds. Damask Cloth with 6 Napkins to match. Superior quality, several pretty designs. Seven only of these sets. Regular \$10.50 for \$9.75 set
Finest grade of Linen Cloth, 72x108 in., with 6 Napkins to match. Regular \$13.50 for \$9.95

PURE BLEACHED TABLE DAMASK—56 in. wide, two neat patterns. A splendid wearing cloth, well worth 55c yd. 39c

PLAIN PILLOW CASES—40x42 in. wide, made of pure bleached cotton, free from filling. Specially priced per pair 44c

WOOL FINISHED BED TROWS—Large size, bound with sateen to match. Regular price \$4.95; priced to clear at \$3.69

COLORED STRIPED TOWELS—The best value ever. Large size, 20x40, fringed ends; red and tan stripes; fast colors. A towel that never sold less than 50c each. On sale 35c each

KRINKLE BEDSPREADS—Full size, 81x106; cream ground with colored stripes of rose, blue, gold, beige; scalloped all round. Would be good value at \$2.95. Sale price \$2.19

ALL LINEN ROLLER TOWELLING—The better kind; heavy cloth with red border 16 in. wide and well worth 29c yard. Special at 20c

LARGE SIZE BATTIS—Comforter size, 72x90; all clean batting, full 2 1/2 lb. weight. \$1.00 value for 79c each

COMFORTERS—Now is the time to buy these at much reduced prices. We have just 16 Down Filled Comforters left, values from \$11.50 to \$18.75. A discount of 20% off any of these.

INDIAN POINT BLANKETS—All wool, made in England. These blankets are positively the best we have ever had and made for unusual wear. Weight per pair 8 lbs. 5 oz.; colors of Grey, Scarlet and Khaki. Sold in city stores at \$17.50 pair. Our special price on these \$12.50

SHEETINGS—A good time to buy these; both in white and unbleached. Full 2 yards wide; heavy cloth. 50c value, special the yard 39c

UNBLEACHED COTTON—Full yard wide, free from specks. We offer this 29c cloth as an extra special at 19c yd. Heavier numbers at 50c, 65c, 78c, 95c and \$1.10 yard.

HIDER DOWN KIMONA BATHROBES, ETC.—In plain colors and figured; 27 and 36 inch widths. Regular 66c and \$1.00 values. Special to clear, the yard 49c and 79c

STRIPED FLANNELETES AND WHITE—Three outstanding values in yard wide cloths. Commencing Saturday the prices will be:
The 25c yard wide Flannelette for 18c
The 29c yard wide Flannelette for 22c
The 39c yard wide Flannelette for 29c

ENGLISH WHITE COTTONS—Two extra special numbers. Full yard wide, made in England, pure and shrunk. Save on these two qualities 19c yd. Heavier and closer weave 26c yd.

The Walker Store

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Henry R. Crabb, Manager.



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