

THE JARVIS RECORD

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FOG AIRPLANE'S WATERLOO?

Developments and events in aeronautics have occasioned on this side of the pond in recent months more than ordinary interest in the future of air transportation. The subject is on the tongues of the multitudes and is being linked with some of the largest industrial organizations. It is obvious that the public has been convinced that passenger and freight air lines will come before another decade expires.

Europe now has her regular air lines while in the States California and Florida have passenger air lines, the Ford interests are operating a fleet of freight planes and the United States government has established an extensive air-mail system. But formidable obstacles still stand in the way of regular passenger service by air in Canada and the United States.

It is not that the passenger-carrying plane is not as highly developed in America as it is in Europe nor is it that capital and initiative is lacking here. But for atmospheric and geographical handicaps passenger air service would be already established here.

Unlike those sections of Europe over which one may travel by plane many sections of the United States and Canada are made unsafe for air travel by their ruggedness, isolation and unfavorable atmospheric conditions. To the aviator these are serious matters.

Fogs cancel flying dates for European passenger planes and until man invents a fog-penetrating searchlight the future passenger planes of this continent will not guarantee their schedules. Railroad transportation is made highly hazardous by fog, and air travel impossible.

HE MADE IT WORK

The thirteenth of May will be the thirtieth birthday anniversary of radio. On that date in 1897 a rich young Italian, Guglielmo Marconi, then contemptuously called the "wireless crank" — sent an intelligible message across the Bristol Channel in England, demonstrating that the mysterious electric impulse, which he and his preceptor, Professor Rhigi, had partly trained, was no mere scientific toy, but could be used for practical communication across bodies of open water spanned by neither bridge or wire. It was not many months later that ship-to-shore communication was a practical success. Radio, most phenomenal of all mod-

On Kitchener's Favourite Charger



"KIDNAPPED" aboard the old Elder-Dempster liner Mount Royal when the ship was commandeered by His Majesty's forces as a horse transport, during the Boer War, a boy of ten spent two glorious years on the high seas. The boy is now Frank Daly, District Passenger Agent of the Canadian Pacific Railway at Vancouver, B.C., and his adventures were recalled by old photographs recently unearthed in England. Memories of Kitchener and of the Boer War are recalled by the discovery of the photographs. The snap-shot on the center shows Mr. Daly at the age of ten years on the back of Kitchener's favourite charger. This was taken on board the S.S. "Mount Royal" of the Elder Dempster Line at Cape Town, South Africa, during the Boer War, when the vessel was

requisitioned by the Government for the transport of horses. The oval on the left shows the boy on the bridge of the ship. Captain James A. Murry, captain of the ship, is seen holding the horse's head. He was later Commodore-Captain of the "Empress of Britain", and other steamships of the Canadian Pacific fleet, after the Elder Dempster Line was taken over by them. He was killed in the great Halifax explosion during the Great War. The Boer War involved exciting adventures for the ten year old boy. He was on board as guest of the captain at the time the vessel broke out, and the vessel was pressed into Government service as a horse transport. They sailed for Cape Town with a load of horses, expecting to return to Liverpool and the regular run

between the British Isles and Canadian ports, after discharging their cargo. The boat was ordered off elsewhere, however, and not until a year and a half had elapsed did the lad return to his home, by that time a seasoned mariner. On one occasion during the time they were on war service, the men went on strike, and the "Mount Royal" put into Barbados, where the whole crew were placed under arrest, and a black one temporarily substituted. The change was worse than before, however, and the remainder of that voyage to New Orleans was made at a pace of not over six miles per hour. Mr. Daly has been with the Canadian Pacific Railway twenty-two years, over twenty years of which he has spent in Vancouver.

ern marvels, was in full career.

That historic event thirty-one years ago was not, of course, the very first germ of radio. Back in the first decades of the nineteenth century, more than a hundred years ago, the famous French physicist, Dr. Jean Baptiste Biot, had made what can now be recognized as the first recorded radio experiment. His broadcasting station was no electric giant. It was merely a small electric machine like those which once decorated offices of physicians. His receiver was no intricate assemblage of tubes and coils. It was, instead, nothing more mysterious, than a pair of frog's legs. He discovered that the leg of a frog jumps automatically when energized by an electric current and that when his machine produced electric sparks the legs, suspended at the opposite side of the room, jumped. His writings do not disclose whether he saw in his discovery a future means of communication.

After Biot came Heinrich, Hertz and Popoff and Sir Oliver Lodge and Rhigi and a score of others. All before Marconi. But it was the young Italian who made the thing work.

***SUCCESS**

Achievement is not always success, while reputed failure often is. The most successful men are not necessarily the ones noisily attracting public attention. The best and most useful women are not the brightest flies of fashion on the stage, whose press agents incessantly flaunt their picture and their petty doings before

the public. The unlauded men and women who are quietly attending to their own little duties, every day contributing something substantial to general industry, prosperity and progress, rearing children in habits of useful work and right-living and supplying examples that elevate the moral and intellectual level of their little communities — these are the men and women of real influence and power.

Success is theirs in the fullest measure. How shrunken and pitiful a thing, how hollow a delusion, is the shining so-called success of self-absorbed men and women.

They have only the husks of life's golden grain. Like that soldier under Galerius who found a shining leather bag filled with pearls and cast away the pearls but carefully preserved the bag, these self-absorbed ones are spurning true riches, real success, to hug to their hearts things that are empty and worthless.

In The Melting Pot

A man is also judged by the scandals he keeps up with. To secure conversation appears to require a lot of conversation. Modern styles are such that a hair-dresser is the person a woman works hardest. Possession is nine parts of the law and 99 per cent of what interests the lawyer. It isn't generosity that makes a free spender that way; he spends most of it on himself. The person who works is a better risk for insurance companies than the idle man, says a writer. But insurance companies should worry. The idle man soon lets his policy lapse, if any.

HEALTH SERVICE
of the
CANADIAN MEDICAL ASS'N.

START THE DAY RIGHT

Digestive disturbances, the so-called attacks of indigestion, upset stomach or biliousness, come second in the list of causes of sickness. They can, to a very large extent, be prevented, and they would not occur as frequently if more attention were given to the proper use of food. Meals should be regular, but not with a regularity that makes for monotony. The changed dinner hour on Sunday or on a holiday often gives extra zest to the meal. Generally speaking, meals should be eaten at regular hours. Any meal taken with one eye on the clock is almost better left uneaten. Food should be properly masticated, and one should be in a quiet, restful attitude of mind. To secure these aids to proper digestion, it is well worth the effort to rise a few minutes earlier each morning, and start the day right with a properly eaten breakfast. Included in every breakfast menu should be fruit — fresh, such as or-

COLORS 114 BATTALION, C. R. F.

Addresses Wanted for Ceremony to Be Held May 24th at Cayuga.

On May 24th, 1928, at Cayuga, Ontario, the Haldimand Rifles Regiment and all ex-members of the 114th Battalion will deposit the Wartime Colours in the Court House.

All ex-members of the 114th Battalion are requested to attend this ceremony. Send your name and address at once to Captain A. E. Good, the Armoury, Dunnville, Ontario, and addresses of comrades of the old unit that you may know of.

Next of kin of any member of the 114th Battalion are also requested to forward their address and that of any person who might not see this notice, to Captain Good as early as possible.

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NEWS & VIEWS

Vol. 1 THURSDAY, MAY 3, 1928 No. 2

Published in the interests of the people of Jarvis and the farms and farmers of this vicinity by Bob McCarter, Editor.

EDITORIAL

A young man from Minnesota is claiming the championship of something or other because he ate 53 spring onions at one sitting. As a first prize we'd suggest that some kind druggist present him with a bottle of Listerine — Phew!

FOOL PROOF

Spring is the season when the sap in the timber keeps the sap in the flivver from starting forest fires.

A woman may diet at home, but she never diets at hotels where they charge sixty cents for a dish of ice cream.

Poor Liza! She thought the doctor was trying to flirt with her when he told her she had acute appendicitis.

SCOTCH GENERALITY

Now Jeanie, here's your marriage dot; it's liberal as you see; But before ye spend the dollar, girl, You'd better bide a wee.

No, it never can be done. If we all were to love our neighbors as we love ourselves the flat-tory would be sickening and there'd be nobody to blame any thing on.

The best town — your home town. Ambition delivers the goods.

Yes, we have troubles in the implement business, too. Then a customer comes in and says, "I like that McCarter."

mick-Deering Tractor you sold me," and all the troubles are forgotten.

A McCormick ball bearing Cream Separator puts the cream where you want it and brings in the money when you need it.

The beauty about a McCormick-Deering Kerosene Engine is that it gives you power that pays you most and costs you least, is what W. J. Saunders told us about the 15-30 h.p. engine he has had for 5 years.

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