

THE JARVIS RECORD

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JOYS OF LIVING

Who has not wished that he had lived in some remote and happy time? The magnificence of Rome, the glory of Greece, the golden chariots, the debauched vases and the ivory chairs of Tutankhamen fascinate and enthrall. Looking about upon a sick and weary world, nerve-shattered and hungry, it is not difficult to imagine how pleasant life must have been in an easier, golden day.

Yet, if we had been living in the days of the pampered Pharaohs, the vast majority of us would have been digging the irrigation ditches, sweating over the great stones that went into the pyramids, or — if we had been particularly clever — perhaps hammering the gold that went into the ubiquitous statues of the king. The comforts of life were only at the top in 1500 B. C. and even the hope for improvement had not percolated to the bottom. There may be some consolation for the dissatisfied man of today in this thought — that his lot would have been infinitely worse 3,000 or more years ago.

It's easier to live today than ever before. Nearly all the woes from which the world suffers might have been prevented. But when an ancient civilization was overrun by a savage horde, or when plague or famine de-

imated the population of the fairest cities, the wisest of those people could not help themselves.

Migratory tribes have since been pretty well billeted and ticketed, railroads and steamships have conquered famine, and intelligent sanitation and medicine is less respectful of disease with each passing year.

HARKEN, YE SHOPPERS-

Shopping is one of the oldest of human activities — as old as the Garden of Eden, where the serpent proved himself an expert salesman and the first woman as keen a bargain hunter as the last. Man is not a shopper by nature, but only so by a grim necessity, stern duty and frequent cajoling. Even then he labors under many handicaps, the most serious being the obsession that he is a poor fish and out of water to boot.

"Ordeal by Fire" is one thing; ordeal by shopping is another — but scarcely a different thing. Too bad there are no medals for shoppers who have braved a bargain day without nursing a pet peeve or wearing a worried look. Also that there are no decorations for folks who can hold their own in a rush at the holiday season without holding back several hopeless but infuriated fellow-shoppers at the same time. Tell us how you shop and we will tell you what you are.

There is a fine art of shopping as everybody ought to know, and three simple rules are fundamental — first, know what you want and list your items before you leave home, other-

wise your expedition may be fruitless and a failure. Second, know where to go for what you want, which means a careful reading of the advertisements in the newspapers. Third, go after what you want as early in the shopping season as possible and thereby lighten the burden of pushing, pulling, elbowing, nerve-racking crowds. If there be a fourth rule it is this — let courtesy constrain your actions and speech the while you bargain, for civility helps to make shopping as well as love "one long sweet song."

SCHOOLING

Most Americans get their schooling between the ages of 6 and 16, says Prof. Dallas L. Sharp, of Boston University.

That is true. But most of us do not begin to get our real education until we leave school. Experience remains the greatest teacher.

When a school graduate strikes out in the world for himself, one of the first things he has to do is unlearn much of what he has been taught. The delusion that takes most time to get out of the head is youth's inflated conception of the possibilities of success.

CHRISTMAS WINDOWS

Store window dressing becomes an art attains its climax in the pre-holiday period. What would the main street of any village or the shopping centres of the great cities be without the decorations and illuminations of the store fronts? The streets without store windows seem dull and dead in contrast. Where the windows are the throngs pass and re-pass, pausing

attracted by the display, to see the latest novelty, to admire the beauty of the exhibit or the artistic effect produced by the skill and taste of the decorator.

Many of the windows, too, are simply expressions of the beautiful in which merchandising is eclipsed by the spell of art, but the inspiration thus provided finds reflection in countless homes and in mutual benefit.

RECORD RAMBLINGS

The turn of the tied is often toward the divorce courts.

Always wear a gas mask when you go out with a skunk.

How dearly we pay for things we get for nothing.

Money may be the root of all evil, but baseball produces more rooters.

No sane woman ever loved a man before she knew him. Did any sane woman afterward?

When she reaches the point where she says, "Sh, somebody'll hear you!" it's time to stop talking anyway!

Talking of the high cost of living, the only thing that is coming down is the rain and even that soaks you.

It's a wise grandmother today who profits by her granddaughter's mistakes!

Statistics show that a baby cries more for its mother than it does for its father.

A SCOTCH JOKE

Fitzgerald—"What made Jim John son so tight the other night?"
Pete Banks—"Been eating cheese."

THE NOVEMBER ROD AND GUN AND CANADIAN SILVER FOX NEWS

Replete with a fine collection of well illustrated stories, the November number of "Rod and Gun and Canadian Silver Fox News" is one of the most attractive issues of the national on the newsstands.

All fields of outdoor sport and recreation are covered in interesting stories and articles by such well known outdoor writers as Bonnycastle Dale, A. Bryan Williams, Robert James and J. W. Winslow. In addition to these the Guns and Ammunition department, edited by C. S. Laidlaw, and Fishing Notes by G. P. Staden are especially good this month.

The "Canadian Silver Fox News" section, edited by J. R. Barr, also contains a selection of very timely and informative material.

"Rod and Gun and Canadian Silver Fox News" is published monthly by W. J. Taylor Limited, Woodstock, Ont.

THE ONTARIO GRAIN POOL

Over 12,000 farmers have joined the Ontario Grain Pool. All farmers in the neighborhood of Jarvis can have their grain sold by Pool as Mr. Blight is now buying for the Pool. The Pool is now paying 97c per bushel when wheat is delivered; second payment about February 1929; last payment about June. Parties wanting further information can have same from John Walker, Nanticoke P.O.; phone 3-40, Jarvis, or from Mr. Blight, miller.

EATS BIG STEAK AND FRIED ONIONS—NO GAS

"Every time I ate I had terrible stomach gas. Now, thanks to Adlerika, I eat steak and fried onions and feel fine."—Mrs. J. Julian.

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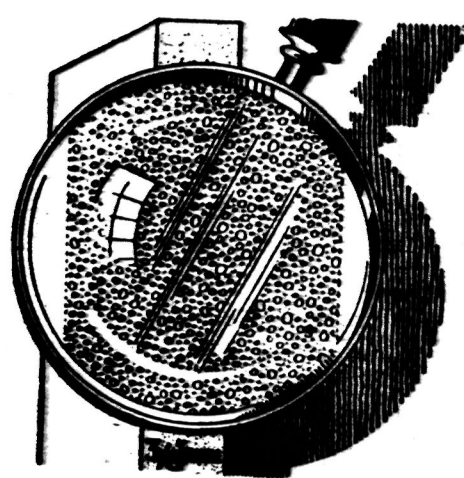
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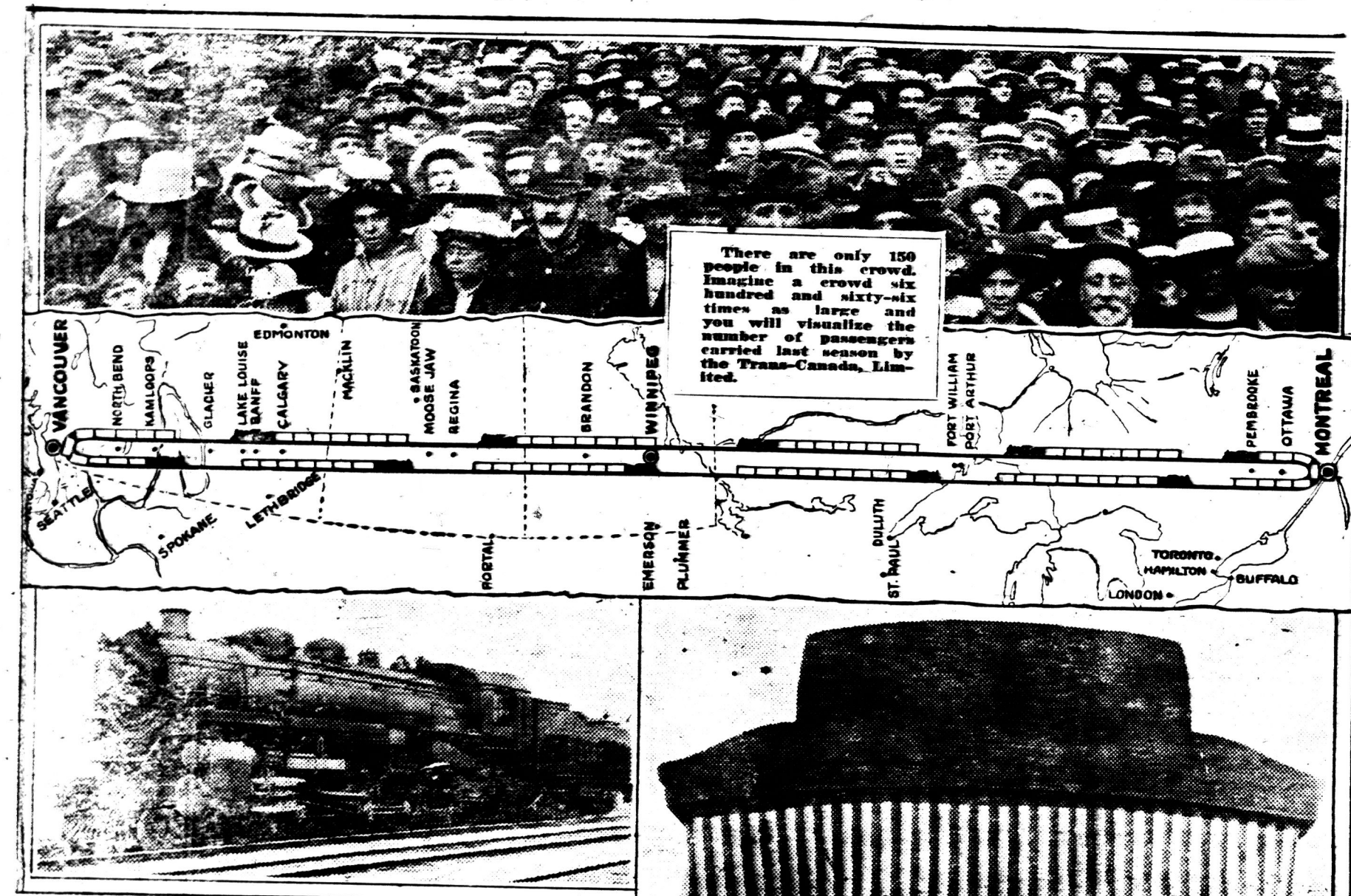
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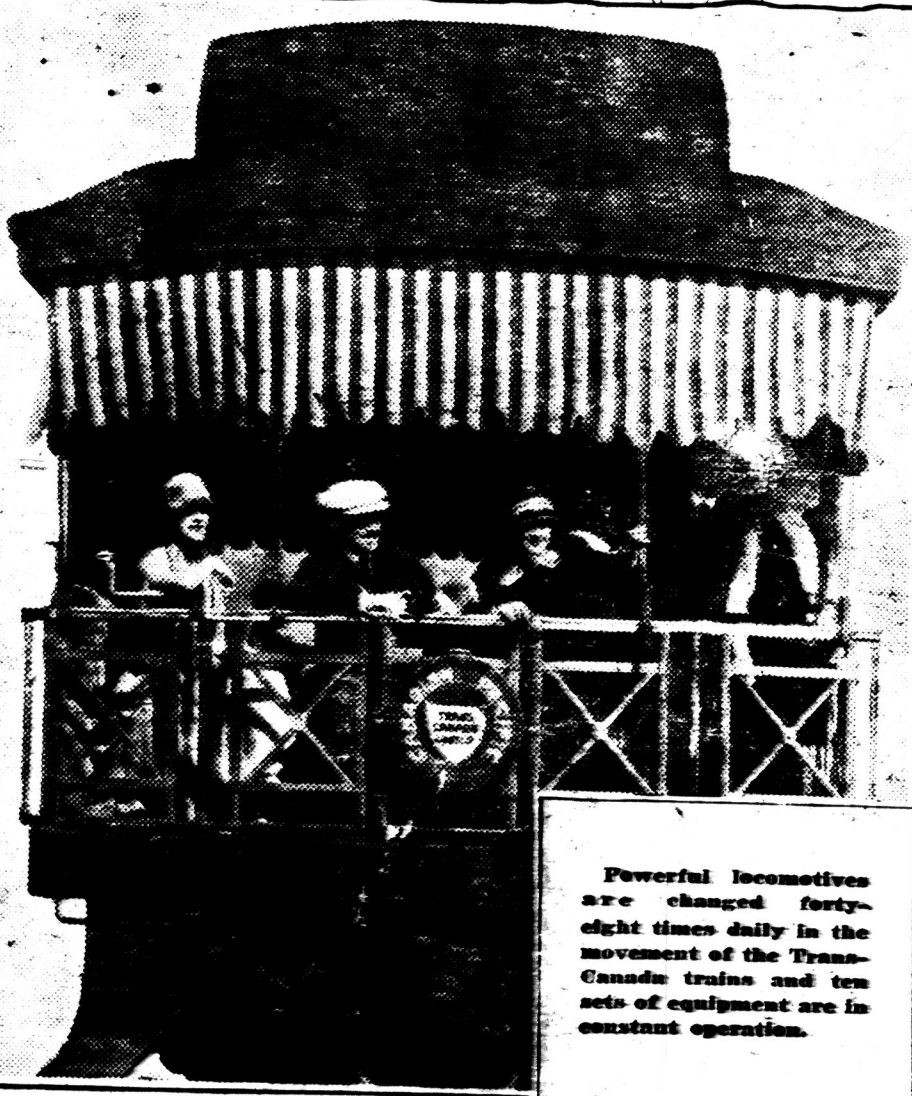
THIS SEASON'S TRANS-CANADA MILEAGE EQUALLED THREE TRIPS TO THE MOON



The Trans-Canada Limited, the crack transcontinental express of the Canadian Pacific Railway, operated from May to September, completed its 1924 schedule on September 13th, when its last trains started and on September 17th these trains steamed into the termini at Montreal and Vancouver, bringing to a close one of the service's most successful seasons. The train covers the 2,886 miles of its run between the two cities in 90 hours and 20 minutes. Vancouver to Montreal runs in 86 hours.

Mr. C. B. Foster, Passenger Traffic Manager, summing up the season's performance, gave out some remarkably interesting figures which afford a partial insight into the magnitude of the task of maintaining such a service. The Trans-Canada Limited began its runs this year on May 18th, and before being discontinued made 119 trips in each direction, or 238 in all. The equipment of the train is limited to one baggage, one dining car, four standard sleepers, one 10-compartment car Vancouver to Montreal, and one 10-compartment car Toronto to Winnipeg, with a drawing room-3-compartment observation sleeper Montreal to Vancouver, plus a local sleeper on the west-bound movement only from Fort William to Winnipeg. Thus the maximum accommodation available in each direction between the West and Winnipeg is forty-eight sections, twenty-three compartments and five drawing rooms, while between Winnipeg and the Coast there are forty-eight sections, thirteen compartments and five drawing rooms. The average number of passengers on the train at night varies from seventy-five to 110 on different sections of the line, but for the 119 days the train was in service last season there was a one-night use of approximately 100,000 berths. The east-bound and west-bound trains together covered 6,292 miles every day, which includes the distance between Montreal and Vancouver, 2,886 miles, and between Toronto and Sudbury, 260 miles, covered by each train and its Toronto-Sudbury connection. Thus the season's mileage was 758,748 for the 238 trips, or three times the distance from the earth to the moon.

Each day four Trans-Canada trains were in motion over the Company's lines in each direction. At 8 A.M. each day, one was west-bound between Seattle and Chaguan, one between Kenora and Winnipeg, one between Montreal and Chaguan, and one between North Bend and Vancouver, while at that hour one east-bound was approaching Glacier, one approaching Regina, one east of Fort William and one between Chalk River and Ottawa. The complete sets of equipment, of which four were in motion each way every day and one was being cleaned, refitted and turned round at each end of the run, were required to maintain the service.



Powerful locomotives are changed forty-eight times daily in the movement of the Trans-Canada trains and ten sets of equipment are in constant operation.

The year's schedule called for 22 changes of engine on every Trans-Canada run from Montreal to Vancouver and two engines for the Toronto-Sudbury connection made by each train. There were 48 engine runs daily for the service. Including these engine-stops, the trains made only 26 stops on their whole run. It is on this steady movement at a uniform speed over long distances and not on high speed that the trains maintained their fast schedules over the transcontinental journey and the elimination of all but essential stops resulted in the smooth running for which it is noted. Owing to the necessity of changing trains over such a long run, about 14 crews, or about 56 men, were required for one trip on each train, while 48 sleeping and dining-car employees were required for each trip on one train or nearly 400 men for this branch of the Trans-Canada service. None of the hundreds of employees whose duties also include them with the Trans-Canada Limited, but who do not travel with it, is included in these figures.

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