

THE JARVIS RECORD

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PROGRESS BENEFITS ALL

A century ago the first power newspaper press was put in operation. Prior to then newspapers were printed on hand presses, slowly and laboriously. The first power press was run by steam. The hand press had an output of 250 copies an hour. The steam press increased the output to 1100 copies an hour. When this fast power press was placed in operation in the office of The London Times the pressmen opposed it. Their expressed objection was that it violated the Biblical injunction that man should earn his bread by the sweat of his brow. Their obvious and real objection was that one man could operate the power press whereas four men were necessary to run the hand press.

Today labor welcomes labor-saving devices. Modern production could not be maintained by the hands of all the labor in the world and yet with machines doing the work of hundreds of men there is no surplus of labor. In civilized countries virtually everything is done by machine, but unemployment is local and temporary. Long opposed by labor, the machine has furnished more work and better pay for labor.

Thus does man actuated by selfish motives, often oppose his own cause yet labor can not be condemned for obstructing mechanical development at a time when every mechanical improvement served to increase already general unemployment.

Industrialism presents an awesome and paradoxical picture when divided into the two stages of handcraft and machine manufacture. When everything was made by hand there was over-production and unemployment. Now that everything is made by machine there is under-production and work for all.

IT REDUCES PRICES

Some people have always argued that advertising adds to the cost of goods, and that the business houses that eliminated this form of expense could afford to sell cheaper.

It is interesting to think what would happen if all at once firms stopped advertising. The result would be that the enterprising and successful store, the one that gets a good trade because it serves the public efficiently, would be unable to fill its position.

A store of that kind could not show enterprise in attracting the public, because the public would know what it was doing. People would buy in a haphazard way, largely of the stores that happened to be nearest to them. If the enterprising store attempted to handle some big lot at low prices, the public would not know that the goods were there, and the sale would not be a success. This would discourage a man from special attempts to serve the public, and he would run along in a routine way.

The tendency would be for a lot

DUXBURY
General Store

Are your groceries getting low? Come here to buy, if so. We carry all the lines. So just keep this in mind. And come to Duxbury's and find All you want supplied. And no one has ever denied That we don't handle the best.

We also repair SHOES AND HARNESS while you wait

Give us a call. Phone in your own town. We deliver.

Phone 47

JARVIS Main St. ONT.

of small stores to spring up, and get the trade away from the enterprising ones that now advertise freely. The public would not know that one store was better than another, and a dealer could charge high prices and the customers would not have the store advertising by which they could tell what prices should be.

Merchants would find it did not pay to hold special sales as the public would not notice them much if they were held. The constant stream of trade that has been flowing through enterprising stores would dwindle. When a store sees its volume of trade fall off, the charge per article for retail distribution has to be increased. The cost of distributing staff could be expected to double under such a system, and there would be a lack of the special opportunities by which the thrifty buyer now saves money.

THE WIDE, WIDE WORLD

Do not be distressed overmuch by news of evil. This is a wide, wide world. It contains much that is bad, but more that is good. Righteousness is slowly, but surely, triumphing over sin.

If you do not believe that, or merely have not realized it, turn for a

moment to contemplation of happier things. Turn your tired eyes from the day's record of evil to the day's golden roll of honor. There is more of good news than of bad news today, every day. There is more to see on the sunny side, and it is more worth seeing.

There are only two reasons for gazing at ugly things; either that we may more fully know evil when we meet, even in gilded robes; or that we may grapple with it and blot it out.

Broad highroads of honor lead to every worthy goal of life. The mud roads are in the lowlands, leading only to dissolution and corruption. If we travel the mud roads it is at our own volition.

Sin is not the harvest of life. It is the chaff threshed from the wholesome grain and will be swept from the threshing floor. Why look upon the chaff when the grain is there?

If some days the volume of chaff seems greater than others, know that the threshing has been more thorough. This is a wide, wide world, and full of sweetness for those who would find it.

The many persons who pray only as a last resort have the audacity to expect results.

JONATHAN AUSTIN TELLS OF EARLY DAYS IN WOODHOUSE TOWNSHIP.

Joseph Howe, the greatest son of Canada has ever produced, inspires us to remembrance of past deeds when he says: "A wise nation preserves its records, gathers up its mementoes, decorates the graves of its illustrious dead, repairs the great public structures, and fosters national pride and love of country by perpetual references to the sacrifices and glories of the past."

What applies to nations should apply to municipalities, though in a less extended way and it is gratifying to see that the Council of the Township of Woodhouse have recognized the fact that this is true, and have just completed a historical group photograph of Past Reeves, Deputy Reeves, Clerks and Treasurers of the Township, dating from 1850 to the present time.

This work was commenced by Roy Misner, when Reeve of Woodhouse and Warden of Norfolk. On the completion of his term, at his request the work was continued by the council, and the Group Picture is now hanging in the council room in Port Dover town hall.

Among the group of photographs are pictures of men who at one time were very prominent in township, county, and also in national affairs. Israel W. Powell being Member for Norfolk in the House of As-

sembly of Canada from 1841 to 1847; Walker Powell was Member in the same House of Assembly 1853 to 1861, while Peter Lawson was first Member of Parliament of Canada for South Norfolk after Confederation in 1867. Major Edward F. Ryerse, deputy-reeve in 1861, at that time resided in the house now owned and occupied by Wm. F. Smith, the present Reeve of Woodhouse. Another prominent foundation builder was Andrew Thompson, Reeve 1852 and 1845.

Early Records Not Complete.

In the search for the names of past Reeves and deputy-reeves, some interesting happenings have been noted though early records of municipal affairs are very incomplete, and not much authentic information previous to the year 1859 can be obtained. In an old copy of by-laws in the possession of W. E. Cantelon we find that in the year 1859 the nomination meeting for members of the council was held in Abner Decou's schoolhouse. Other records show that nomination meetings were held in the old schoolhouse at Port Dover, and that H. A. McQueen was paid at different times for the use of a room for council meetings. On December 1st, 1870, a debenture and one year's interest amounting in all to \$856.00 was paid so that the old town hall was presumably built in 1869 or 1870.

Elections in the early days were evidently rather turbulent affairs, as we note that Ellis & Griffin were paid \$4.00 for services as constables at

the municipal election for 1861, the elections at that time being held in Port Dover. The division of the municipality into polling sub-divisions being about the time of the separation of Port Dover from the township in 1879.

The poor apparently have always been with us, as numbers of people were assisted from the township funds. At some meetings of council the time appears to have been almost wholly occupied in passing charity accounts, some months amounting to \$100.00 or more.

Salaries varied, auditors receiving \$4.00 each, but poll clerks at the municipal elections were paid \$4.00. The clerk, until about 1870, received \$90 per year. The treasurer was paid on a percentage basis, 2 1/2% on all amounts expended for the township, which amounted at that time to \$4000 or \$5000 per year. If the present treasurer was paid on the same basis on the \$60,000 now expended, he would probably consider himself fairly well paid for the responsibility.

Bridges were cheaply built, as we note that John McBride, on May 9, 1859, was paid \$25.00 for building a bridge across Black Creek, and David Misner \$38.64 for building a bridge across Patterson's Creek in front of 4th Concession.

Tavern inspectors were appointed and paid by the council, receiving \$6.00 to \$7.00 each, there being usually two. All license fees were paid into the township funds until about 1875, when the Crooks Act came into being, transferring the business to the provincial government.

We find that the township owned \$800.40 in the Port Dover and Otterville Road Company, and were paid dividends from 1859 to about 1875, sometimes as much as 10% being paid.

In 1873 by-laws were carried granting bonuses to the Hamilton-Lake Erie Railway and the Port Dover and Lake Huron Railway, the amount being granted being \$35,000—the last of this amount was paid off in 1896.

Band News

The Prince of Wales has again extended his patronage to the Banff Highland Gathering and Scottish Music Festival to be held this summer at the Banff Springs Hotel in the Rockies. Pipes, dancers, and athletes from all parts of the country compete in these popular games.

Two baby black bears were great attractions recently at the Detroit Sportmen's Show. They were from Phil Lamothé at Mattawa, Ontario, and were escorted to their destination by a member of the C. P. R. general tourist department, who had sundry scars to show in proof of the existence of the babies' first teeth.

Enough flowers are planted by the Canadian Pacific Railway each year to beautify a couple of cities. The floral branch each year sends out to station agents and employees along its line plants, bulbs, shrubs, seedlings, and seeds by the tens of thousands to decorate the company's right-of-way.

Five railway cars were required to move the equipment of the mammoth Cassavant Organ recently installed in the new Royal York Hotel in Toronto. The hotel is the tallest building in the British Empire.

Tyndall stone, which shows to such great effect in the famous Banff Springs Hotel in the Rockies, is to be used in the construction of the new building for the T. Eaton Company in Toronto, the first unit of which is now being built.

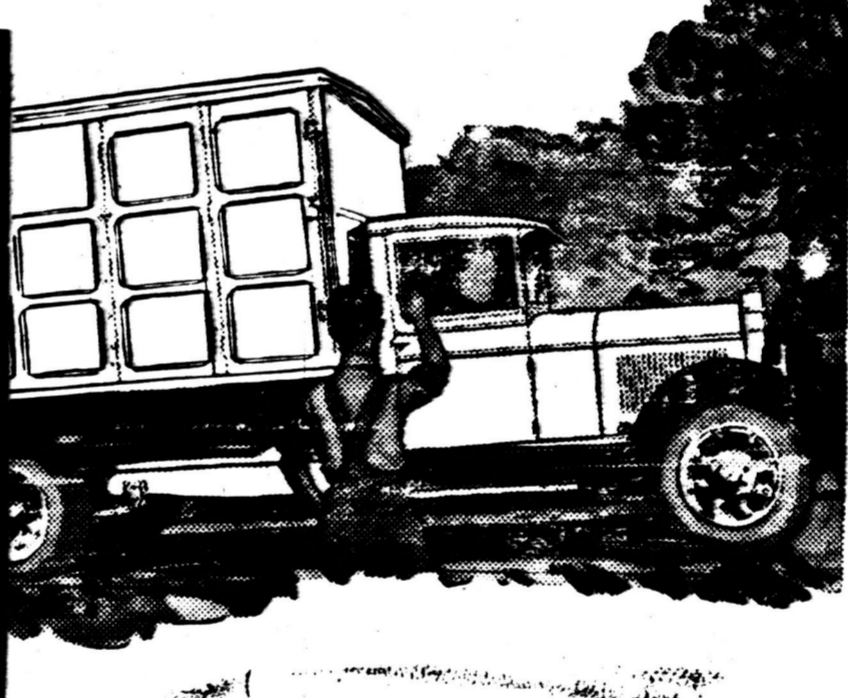
The year's champion cattle raiser in British Columbia is Annie Turner, twelve-year-old daughter of James Turner, Cadboro Bay stock breeder. Her 14-month-old short-horn steer, sired by Braidhill Marquis and weighing around 1,100 lbs., won the grand championship of all breeds at the Kamloops bull sale and fat stock show.

Each set of equipment of the Trans-Canada Limited and Mountaineer, and there are eighteen of them, is worth upwards of a million dollars this year, the new rolling stock having added considerably to the value as well as to the attraction of the famous flyer. The C. P. R. Angus Shops at Montreal were busy all winter building special sleeping, dining, and saloon lounge cars for this special de luxe service between Montreal and Vancouver and Chicago and Vancouver.

The Indian of old could wield a wicked tomahawk but to-day he can handle a mean brassie. The pale-face is threatened on the golf links by Indian golfers, and it is likely that at Banff, Alberta, the Redskins will develop even greater prowess. Indian caddies it has been decreed, are to be used on the eighteen hole golf course at this famous mountain resort and the rising generation of Stoney Indian braves are likely to become ardent golf fans.

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—On July 1st, 1928, there were 96,481 Reo Speed Wagons registered in the United States.
—This was 4,756 more than had been sold in the U. S. during the entire 6 1/2 years from January 1st, 1922, to July 1st, 1928.
—93.2% of all the Reo Speed Wagons sold in the U. S. during the previous 7 1/2 years were still registered July 1st, 1928.
—80.3% of all the Reo Speed Wagons sold in the U. S. during the previous 8 1/2 years were still registered on July 1st, 1928.
—And 50.8% of all Reo trucks sold since 1913 were still registered on July 1st, 1928.

ABOVE we quote facts on the long life of Reo Speed Wagons, in years of service—based on registration figures compiled by Reuben H. Donnelley Corporation, a totally disinterested statistical firm. These facts, we believe, indicate a long-life record without equal in the field of commercial transportation. But bear this in mind—in terms of miles, this record is still more outstanding, still more important to every user of trucks. In the same given period Reo Speed Wagons, built as they are for passenger car speed, undoubtedly have covered and are covering today at least twice the number of miles per day as average motor trucks. And you know that the quicker the run—the greater the profit.

Equally important is the fact that this record is based on all Reo Speed Wagons in use in all lines of hauling. Not just one truck, ten trucks, or one hundred unusually well cared for, little used trucks. This utterly amazing record in stamina is a part of every Reo Speed Wagon you buy today—in any of the wide variety of models from 1/2 to 3-ton capacity. Reo engineering and manufacturing methods make doubly sure of this. There is just one reason for this almost unbelievable record in continuous service: Reo early recognized the need for a tremendous stamina combined with balanced light weight in commercial vehicles—the need for sizing and powering trucks to do their job economically, efficiently and over a long mileage life. For example, Reo engines are amply powered for their job—instead of using larger gear ratios which force the engine up to racing, wearing speed in order to deliver the same power. Naturally, this high speed engine wears out more quickly. While outstanding stamina has been a recognized feature of Reo trucks since the first one was built. Today, Reo engineers in their defeat of friction and vibration, have designed and built an even greater measure of efficiency, economy and long trouble-free life, into Speed Wagons of 1/2 to 3-ton capacity.

They have put the finest of long-lived materials—some of them resulting from exclusive Reo formulas—into Speed Wagons. They have added features in design and manufacture that establish an entirely new conception of commercial transportation. Passenger car speed, flexibility and economy of operation have been blended with brute strength to offer industry 1/2 to 3-ton hauling like men have never known before. And above all, Reo engineers have made these qualities lasting. Buying any truck without first, investigating these Speed Wagons, is a mistake no thinking buyer will make. Reo Speed Wagons are offered in 14 wheel-base sizes—from 115" to 179". Moderately priced. They incorporate such modern-day advantages as 4-forward speed transmission, 4-wheel, 2-shoe internal hydraulic brakes, 6-cylinder engine, 7-bearing crankshaft, Myers built-in chassis lubrication and other refinements. Call your Reo dealer. One of the Reo Transportation Specialists who have studied and solved transportation problems for hundreds of truck owners will call and discuss your transportation needs, without obligation. Reo Motor Car Company, Lansing, Michigan.

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FOR SALE—Buckeye brand 1929 chick capacity, in good condition; gasoline engine, 1 1/2 horse power; separator for cream, nearly new. A. C. B. Hall, Simcoe RR. 4.

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