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THURSDAY, FEBRUARY 28, 1929

GEORGE WASHINGTON

On Feb. 22, the memory of George Washington was recalled in every town and hamlet in the United States and in many of the capitals of the Old World. He lived in the limelight for many years and all of his acts were subject to searching scrutiny, but it is highly significant that 130 years after his death his fame has not been dimmed in the slightest particular. If anything the real Washington shines more resplendent than ever. It has been well said that the acid of criticism has only served to emphasize and to bring out anew the acid character and the lasting influence of an unusual man.

There have been many great men in the history of the world, and many good men, but few have combined these two qualities as did George Washington. He also had the distinction of being a notable soldier and a successful statesman. He seemed to be the providential leader of the hour in the colonies. He, of all others, was the one to command the army, and he was the natural and unquestioned choice of the people to be the first president of the United States.

The universal manner in which Washington is acclaimed today has caused some impatient critics to charge that the real man has been buried beneath a mountain of unmerited adulation. Nothing could be further from the truth. He was very human and both his military and civil careers were beset with vexations and difficulties. He had to face disloyalty and intrigues in both the camp and the cabinet. His political opponents, envious of his popularity, resorted to underhand means to break his hold on the people. He had a violent temper when aroused, and he did not acquiesce in these tactics meekly. Writing in the summer of 1796, Washington said: "I am not every act of my administration and have been tortured in the grossest and meanest manner and representations made in such exaggerated and indecent terms as could scarcely be applied to a Nero or a notorious defaulter or even a common pickpocket."

He was not an orator, he was neither brilliant nor showy, but he had the solid qualities which were so essential for the tasks he was called upon to perform. He was unselfish and when necessary he had the kind of moral courage which is not afraid to oppose popular outcry. He did not hesitate to surround himself with given men like Hamilton and Jefferson, and the fact that he did not suffer in comparison is one of the greatest tributes that can be paid him. He spoke only when he had something to say, and at every crisis in his life he was found safe, sane

and sensible. His farewell address to his countrymen is one of the noblest and most instructive documents ever penned, and it might well be used today as the chart by which to steer the ship of state. If the United States is to remain the hope of the world it will be by constantly keeping in mind the character and the ideals of its first president.

EDISON AND FORD

The eighty-second birthday anniversary of Thos. A. Edison brought to light the curious information that his 1,100 patents have brought him a present fortune of but one million; two, while one invention earned Henry Ford upwards of two billions. Certain traits of human nature aid in explaining why a certain four-cylinder automobile has made billions for its creator, while Edison's great bcons to humanity have left him far down on the list of 11,000 American millionaires. What these traits are, all knew.

Seeking deeper for another reason

one finds it in the natures of the two men themselves. There is as great a difference in the purposes and philosophies of the two men as there is between their fortunes.

Edison is an inventor by instinct and by choice. His purpose in life is giving society those things which will make life happier and easier. He is not interested in building up a huge fortune or a great industrial organization. In fact he says he has no idea how large his private fortune is, and financiers and those in his confidence can only guess at it.

On the other hand, Ford's invention was but a means to an end. Invention to him was but the nearest route to his life's goal—industrial leadership and the amassing of a great fortune. Making money and adding to his "industrial kingdom" are Ford's hobbies.

Which has served mankind most? The electrical wizard with his electric lamp, phonograph, electric railway, electric motor, quadruplex telegraphy, the radio microphone, and hun-

reds of inventions in daily use? Or the automobile wizard with his pioneer small car and his industrial organizations furnishing employment to thousands of men and women?

MAY BE TO SAVE 30 YEARS

The average time it takes a fast broad train to pass a crossing is seven seconds.

Yet more than 7,000 automobilists were killed at grade crossings last year. They couldn't wait seven seconds.

They will wait where they are until Gabriel blows his trumpet, for there is no way of beating that.

It is very difficult for the driver of a fast-moving automobile to gauge a relative speed of his car and a swift train converging on the same point from different directions, and therefore, there is only one safe rule to follow: Let the train go by.

What are seven seconds in the life of a motorist?

To lose them may be to save 30 years!

RECORD RAMBLINGS

If you have a curiosity to see how our friends' garments look in the back, have a little bad luck.

Life is that way, too. You're usually advanced to second and third before getting to first is your own job.

Human institutions always seem to be as near perfection as possible to the man whose nest is lined nicely.

And yet a girl who won't give a blow a date every night, because she gets tiresome, will date up with him for life.

Centuries hence the encyclopedias may mention Ben Franklin as the gentleman who wrote the mottoes

GOOD-BYE PILES!

It's so easy to get rid of piles! Without an operation or even inconvenience. Only every- one knows this simple method! NATURE'S FILE REMEDY has been succeeding for 20 years, where every other kind of treatment has failed. Stops the most stubborn piles—gives almost instant relief. Guaranteed results or money back—at all druggists.

NATURE'S FILE REMEDY

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Jas. M. Schreiber, Druggist

For Thrift Week.

The laundries might more quickly attain their billion-dollar goal by finding some way to utilize the but-ter by-product.

The people are as good as ever. They just seem lawless because laws are passed so rapidly they can't keep up.

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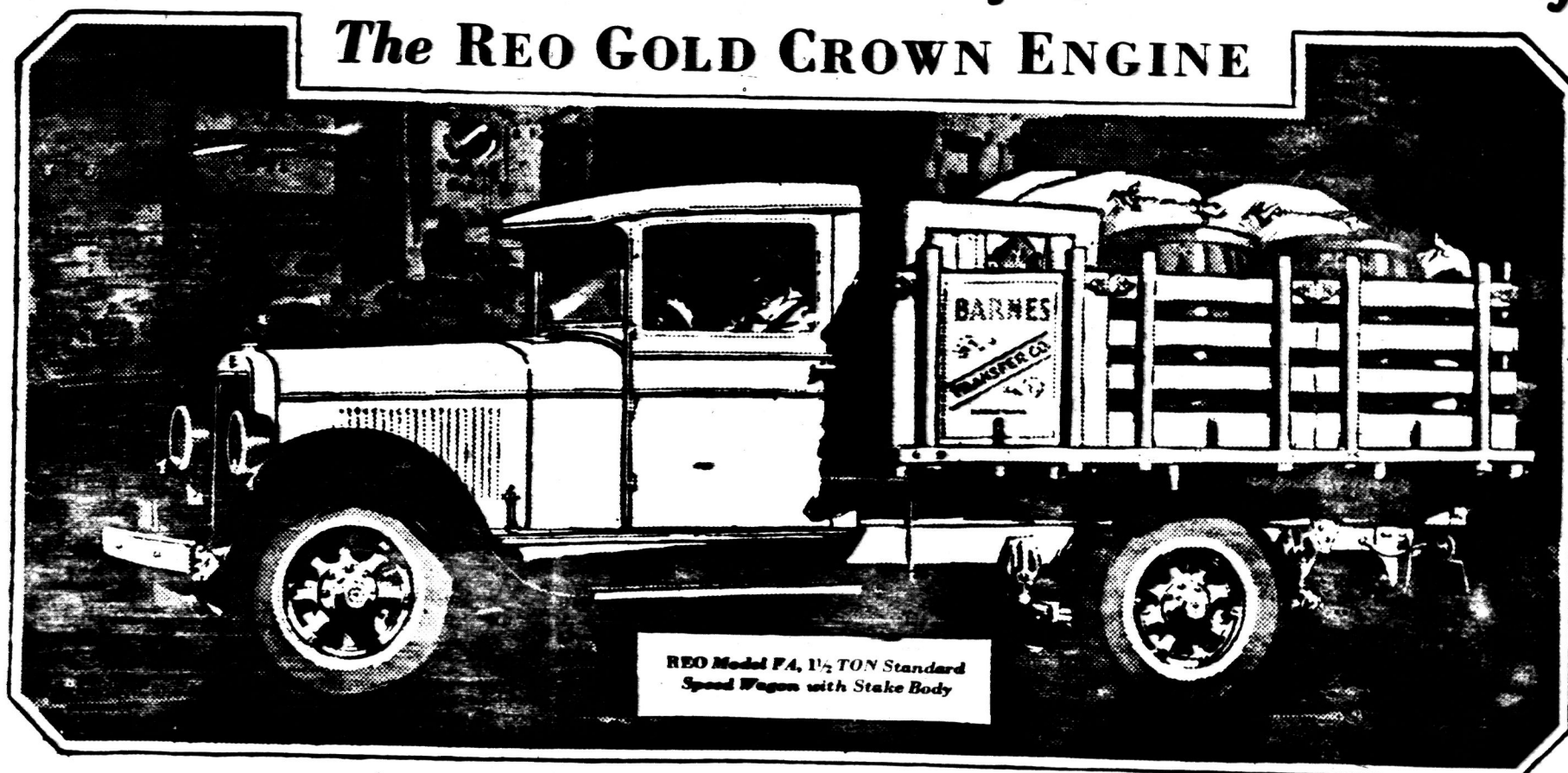
A few Ice-Creepers left

— GIVE US A CALL —

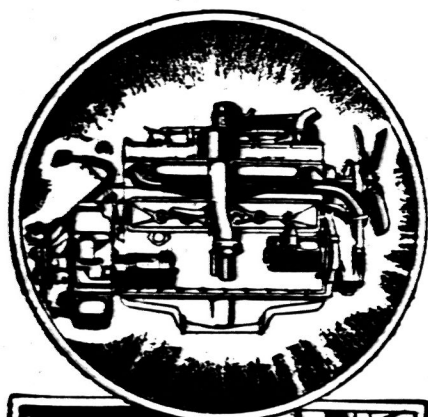
JARVIS Main St. ONT.

REO Announces a Development of New and Outstanding Importance in the Field of Commercial Transportation

A Truck With an Engine Like Modern Industry Has Never Known Before—



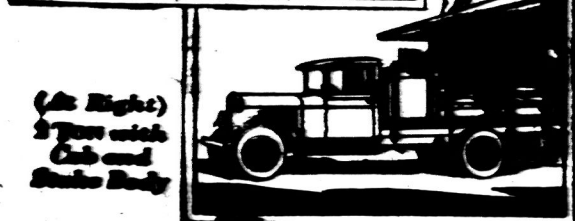
The New REO SPEED WAGON: Rated by Engineers as the Most Important Advancement in the Transportation Field Since the Great War, Presents an Entirely New and Modern Conception of Power, Flexibility and Economy in the 1 1/2 to 3 Ton Field



Reo Gold Crown ENGINE



(At Left) 1 1/2 Ton with Stake Body



(At Right) 3 Ton with Stake Body

FIFTEEN years ago Reo revolutionized hauling by putting passenger car performance into commercial hauling.

Fifteen years ago Reo again revolutionized the industry by putting pneumatic tires, self-starters, and certain other Reo improvements on trucks. Thus opening new fields of efficiency and economy in commercial hauling.

Five years ago Reo offered its six-cylinder engine as optional in Speed Wagons, and two years later made it standard equipment.

One year ago Reo introduced four-wheel internal hydraulic 2-shoe brakes in truck hauling. Now Reo, world-leader for practically two decades in commercial transportation, presents a new outstanding improvement. Speed Wagons are offered with the Reo Gold Crown engine, to meet the requirements of today's rapidly changing traffic conditions—an engine that endures, and holds the pace in traffic—set by the newest conditions in passenger cars.

It throws an entirely new light on the

hauling problems of 1 1/2 to 3 ton loads. Buying any truck without seeing this new Reo creation is a mistake no executive thinking 2 to 5 years ahead, can afford to make.

Telephone any of the Reo dealers whose names appear in this advertisement—and a Reo transportation specialist will call and discuss with you, your transportation needs without obligation.

REO MOTOR CAR CO., Lansing, Mich.

Specifications

Eight wheelbase sizes—from 134-inch to 179-inch—in tonnage capacities of 1 1/2, 2 and 3 tons. New Gold Crown engine—with 7-bearing crank shaft and full pressure lubrication. 4-speed speed transmission, 4-wheel, 2-shoe internal hydraulic brakes. Magazine chain lubrication. Air cushion seats. And full equipment. The Speed Wagon also in 1 1/2 ton and 1-ton models ranging from 115-inch to 138-inch wheelbase. And New Chassis for trucks and twenty-ton Passenger Car Chassis.



(At Right) 2 Ton with Cab and Express Body



(At Left) HEAVY DUTY 3 Ton with Cab and Stake Body



(At Right) 3 Ton with Cab and Stake Body



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