

THE JARVIS RECORD

Published every Thursday morning
at its office in The Record Building,
Main Street, Jarvis, Ontario.

THE RECORD PRINTING
COMPANY, LIMITED.

EDITORIALS

After a period of temporary suspension the RECORD is once more in operation, and after being out for a few months, the residents of the village and community at large, feel that they had lost something that was hitherto regarded as a minor business concern, but after a few months suspension it was soon regarded as a major institution.

Personally, I felt, that no prosperous, or growing centre like the village of Jarvis and vicinity, if we wish to keep pace with the march of progress, can successfully compete without a medium of communication, and the services of a newspaper, but circumstances which need not be stressed at this time, forced us for the moment from this competition.

During the past few years, philanthropy has entered largely into the publication of this journal, and after a few years of untiring effort by two or three whole-hearted citizens, who, on behalf of the community and the interests of the village, gave freely of their time and energy in a struggle to keep for the people, what they considered, not only a necessity, but an institution that serves all people, all the time. After serving thusly for a period of nearly ten years, without recompense, or reward of any kind, it was rightfully discovered that this method of conducting a business in the interests of the masses was not to be commended and the Jarvis Record Printing Company decided to pass out of existence.

Since passing out, it has been discovered that a newspaper and printing plant in the village is much needed, and with offers of assistance from many quarters I have decided to make an honest effort to give to the people an opportunity to practice what they have so freely expressed.

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This office shall at all times be at your service. Use this service and you will find our prices only commensurate with the complete work, and if I can give you service at the same price that you can obtain elsewhere, then, in duty to the community in which you live, and as a citizen of many years, I ask for your support.

I have engaged the services of a first-class printer and an all-round general helper, in the person of Mr. Donald McDonald, a veteran of the Great War, whose keen eye it is to become a permanent citizen of the Village of Jarvis, and eventually take over the publication of this paper, but as Mr. McDonald is a stranger to you, I have decided to assume active management for the time being, and to give the support of the community, you will be served with a worthy, wide newspaper and office service, as good as my humble efforts and my own personal.

The subscription price of this paper will be raised to \$2.00, per year to be paid in advance subscription. This raise means little to the individual subscriber, but means much to the publisher, and only meets the price of other weekly newspapers of the Province.

I therefore respectfully ask for your patronage in an honest endeavor to build up an industry, valuable to the community and a much needed asset to the village.

In assuming the liabilities of the Jarvis Record Printing Company, I also took over the subscription list, and in checking over same I find a number in arrears, and I respectfully ask all those in arrears to kinly call with settlement as soon as possible. We need money to run the business.

Send in all the news you have from week to week. Use the telephone, advise this office when you need a reporter. Give us your assistance every day, in every way, and we'll try to make it better and better.

G. L. Miller.

Here and There

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A revelation of the wide range and high quality of manufactured products centering in the twin cities of Port William and Port Arthur was commented on by visitors to the "Home Industry Exhibition," held at the former city recently. The Exhibit was open only to bona fide manufacturers of the two cities and one hundred entrants had displays in which there was practically no duplication of products.

Forty years ago not a tree could be seen growing on the expansive stretches of the virgin prairies in western Canada. To-day trees are plentiful and there is hardly an established farm house but has its shelter belt or a grove of poplars, maples or some other variety of trees. Recent reports of inspectors of Canadian Government Forestry Service show that there are 7,600 farms thus provided and to date over 100 million trees have been distributed over the prairies, with many millions more bought from nurseries and planted on farms.

Alberta led the western provinces in the number of successful farm placements made in 1929 by the Canada Colonization Association when a total of 427 families were settled on 50,903 acres, said W. R. Dick, superintendent of land settlement for the province, at a meeting in Calgary recently.

The first of the Canadian Pacific Railway broadcasts took place February 21 over C.F.A.C. from Montreal and CKGW from Toronto, and will be repeated every Friday thereafter. These stations were linked over Canadian Pacific telegraphs which allow the use of technical improvements brought into use for the first time. Running from 10 to 11 on the nights of broadcasting the concert will be made up of light symphony or orchestral pieces and renderings of light and ballad opera music. The series will be built up to the slogan of "Cheerful and Good" and the orchestra will be under the leadership of Rex Battle, a conductor whose brilliant work has won wide popularity. See chautauque music and French-Canadian and other folk songs will also be featured.

Appointment of L. C. McQuat, one of the Dominion's leading agriculturalists, as general agricultural agent of the Canadian Pacific Railway, announced recently, is further evidence of the railway's interest in the development of Canada. Mr. McQuat has had 15 years' experience in agricultural and livestock affairs and enjoys the distinction of having represented Canada on an Imperial committee to study the meat supply of the British Empire.

Shriners, making the Royal York Hotel, Toronto, their Mecca next June for their Imperial Council sessions, will find a city ready built and equipped for 8,000 people at their service. The Canadian Pacific Railway are now building "Fitz City" composed of railway sleeping cars and marquees to take the place of administration and service buildings. The new city will closely adjoin the Exhibition grounds where the convention is to be held. It will be divided by "The Midway" and its full length will be adorned with a motor road to be known as "Rameses Drive." Streets numbered 1st, 2nd, 3rd, etc., will radiate from "Midway."

Major prize winners at the Highland Gathering and Scottish Festival recently held at Banff are announced as follows:—Piper Sergeant Donald McLeod, of the Queen's Own Cameron Highlanders of Winnipeg, is the winner of the special inter-regimental competition for delegates; pipers from Canadian Highland units and pipers of the E. W. Scott's Topham Pipe Band, of Hamilton, are the winners of the special trophy competition, open to all regimental pipers who are regular members of a pipe band officially connected with any regiment or unit of the Canadian militia; and Piper Hector McDonald, Royal Highlanders, Montreal, took the highest aggregate number of points over all in the open piping events.

According to figures obtained by the Canadian Pacific Steamships Limited, the port of Vancouver now ranks first of Pacific Coast ports, outstripping San Francisco and Los Angeles in volume of outward and inward shipping traffic and tonnage of exports and imports.

"I am paying my first official visit to Canada as Chief of the Salvation Army and while here I hope to meet at the three annual gatherings to be held in the Dominion every officer of the Salvation Army in Canada and Newfoundland," said General E. J. Higgins, newly elected head of the Salvation Army, who arrived at Quebec recently on board S.S. Empress of Australia.

More than 365 miles of new rail lines in western Canada will have been completed and turned over to the operating department of the Canadian Pacific Railway in the period between June 15 and September 16 of this year, is the statement made recently by D. C. Coleman, vice-president of western lines of the system. This mileage does not include, Mr. Coleman added, a further 370 miles of lines under construction as at September 6.

Inauguration of 1,250 miles of air mail services on the Prairies is expected about October 1, linking Winnipeg with Calgary, Alta., and thereby saving a day's time between the points.

THE CHOICE OF A HOME

When the choice of a dwelling is to be made, we may be reminded that it is the people who will live in it, that will determine if it is a real home or not. Acceptance of a statement without discussion, we think it is also true that the type of dwelling will either hinder or help in the making of a home.

Development of body and mind requires certain physical conditions. Proper development demands fresh air, water, food, sleep, exercise and protection. It is a matter of common sense, then, to make these obtainable in the dwelling if the home is to give the children those surroundings favourable to healthy growth.

The best mother in the world cannot make fresh air and sunshine appear in a room without a window, any more than she can prepare a proper meal without some cooking facilities.

A baby may thrive for the first year or two in a flat or apartment. After that, he requires space to play in. He should have freedom and should not be restrained within narrow bonds. When there are children, the home should have a yard or at least, be near a park where the children may go regularly to play.

If deprived of air for a few minutes we cease to live. We require the oxygen in the air to maintain body functions. In addition to providing oxygen, the air that we live in has a tremendous influence upon us. It is a matter of common experience that in what we think of as a hot, close

atmosphere, we are dull and listless, whereas in the fresh, cool air, we feel bright and active.

In choosing a home, bear in mind the need for playgrounds, and for windows to let in fresh air and sunshine.

Miss Cassie Doris met the local committee, arranging for the Chautauque Festival to be held in Jarvis on April 15, 16, 17, 19. A local organization was effected. Dr. Ervin Leatherdale was elected President and Mr. E. B. Carter, secretary treasurer. Three captains, John J. Smith, Lea Marshall and W. F. Newton, were chosen, to have charge of the sale of tickets.

The Jarvis Board of Trade contemplate celebrating Victoria Day, May 24th. The success of last years celebration warrants another attempt and it is expected to become an annual event.

Don't forget lake sale and tea for St. Paul's Church at Burwash store, (upstairs—4 to 7 on April 5th).

Season ticket Jarvis Chautauque Festival will admit you to six delightful programs, for the small sum of Two-Dollars for adults and One Dollar for children. Buy your season ticket to-day.

When you have something worth while saying—Say it. But if it is something bad against your neighbor, think twice before you say it.

Creamery Monoids

Well, the big Banquet went over with a bang.

Fitz got there late as usual and tried to sit down next to the President.

Stevie ran out of spoons half way through and had to drink his soup with his fork.

Stoney liked the Hotel so well, he made an effort to purchase it.

Jim and Johnson sneaked out when it was half over and spent some time down in the kitchen talking to the cook and waiters. Yes the cook and waiters were of the fair Sex.

The Manager spent his time re-cussing big Prop olishums with the big business mens, Check and Double Check.

Thorne was re-gusted he didn't get enough to eat and had to buy two dozen bananas after to satisfy his appetite.

The Chief was disappointed, he had his speech all prepared and did not get called on.

Dell would not have been so late if he had not spent an hour in the barber shop getting his nails manicured.

Newt made a wonderful usher till

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the girls run out.

The girls claimed they didn't have enough silverware, Muriel had to eat her desert with her coffee spoon.

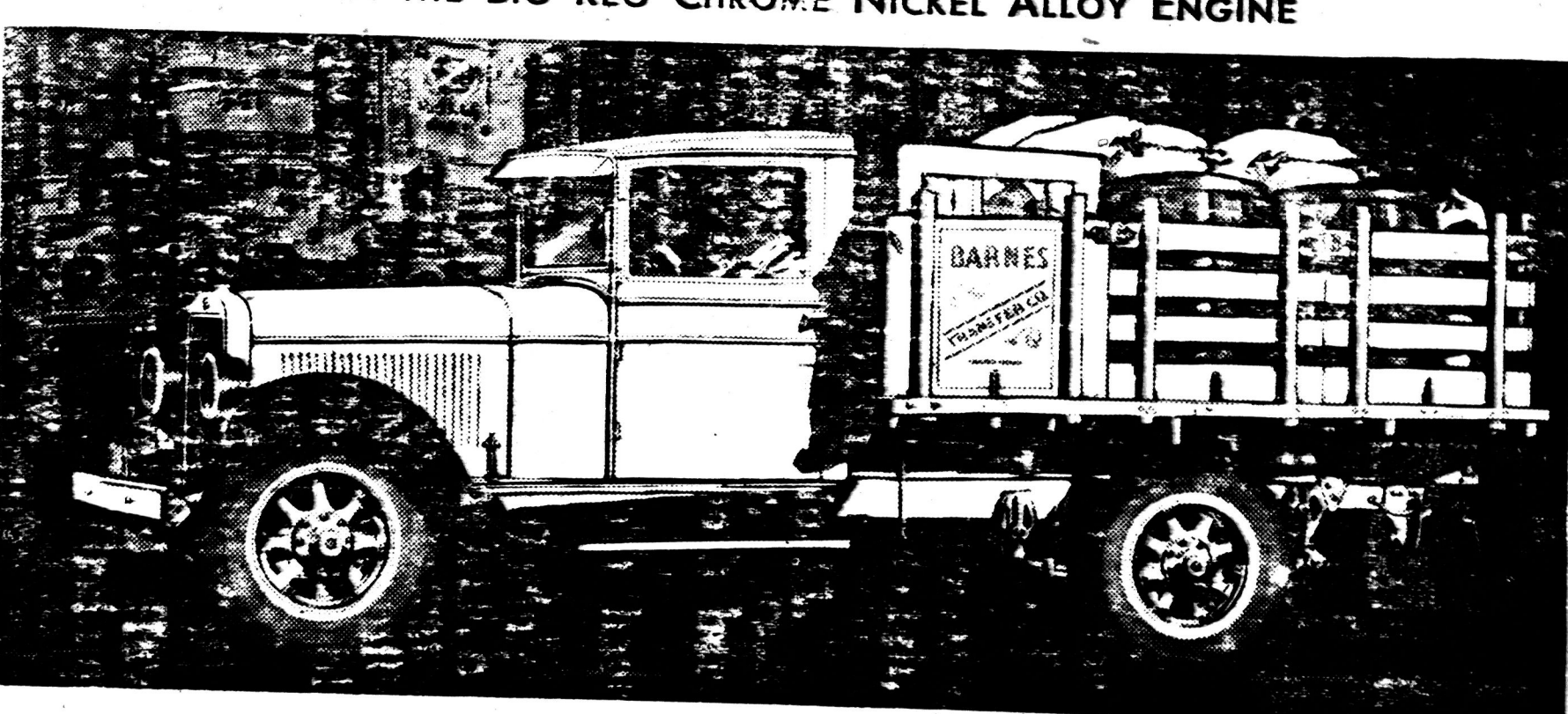
Faulkner would like to have seen mechanism of the elevators but you couldn't get him out of the kitchen.

Laird turned white when asked to say Grace, but there happened to be more than one Miller in the congregation.

Well at any rate we all had a wonderful time, the girls all getting flowers and chocolates and the boys plenty of smokes.

REO announces THE NEW Super-Tonner SPEED WAGON

WITH THE BIG REO CHROME NICKEL ALLOY ENGINE



SUPER in Power, Performance, Long Life and Economy

REO MOTOR CAR COMPANY, world-leader in high-speed, low-upkeep, long-lived commercial transportation, now announces as a new and outstanding development—

The Super-Tonner Speed Wagon

This new thoroughbred addition to the Speed Wagon family is a Super Speed Wagon in every sense of the word:

- because it will increase the revenue from your business—
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- because of its operating economy—
- because of the low depreciation, due to its long life—
- because its big motor gives it more power, more speed, faster acceleration, than is ordinarily found in trucks of nominally the same rated capacity—
- because it provides greater riding comfort for the driver—
- because it gives cushioned passenger-car riding qualities or fragile loads—
- because its springs scientifically combine strength with resilience—
- because of the greater strength of axles, of gears, of springs, of frames and structural parts—
- because it is safer, with the world's best and safest brakes.

The increased speed and agility of this Super-Tonner—comparable only with that of the most modern passenger cars—cuts down time schedules; makes more stops and starts possible in a given space of time; increases your normal radius for reaching and holding new, profitable business—thus increasing your revenues.

As a result of its long life—a Reo characteristic—operating costs and depreciation will be extremely low.

The Super-Tonner is powered by a big 6-cylinder engine with 269.3 cubic inches of piston displacement—developing 30% to 40% more power than the ordinary one-ton truck is built to stand. It offers 30% greater road speed—15% faster getaway.

Reo engineers have developed and provided springs for the Super-Tonner that successfully combine strength with resilience. These far stronger, easier-acting springs, combined with big balloon tires in front, give cushioned riding ease for driver and sure protection for fragile loads.

In every part of this Super-Tonner you will find amazing strength. It has 25% stronger rear axles, gears, frames and structural parts than are usually found in a one-ton truck.

The world's greatest brakes, Reo 4-wheel, 2-shoe, internal expanding hydraulics—protect driver, public and load. The Super-Tonner has 25% larger braking area than is customary in one-ton trucks. Its surprising ease of steering also adds to safety.

REO MOTOR CAR COMPANY, Lansing, Michigan

We want you to see this outstanding Super-Tonner Speed Wagon—whether you are in the market for a truck or not. Drive it—put it to any and every test. It will completely change previous ideas you may have had of one-ton trucks. Come in or phone.

"Every factor that could possibly contribute to the long life and economical operation of the Speed Wagon Super-Tonner has been included. Chrome nickel alloy iron cylinder block—ground in; new low expansion aluminum alloy pistons—each outlasting 3 ordinary pistons; 7-bearing crankshaft; full pressure lubrication. Tapered roller bearings are used in the chassis—for 50% longer life than ordinary bearings. Built-in magazine oilers are a further assurance of long chassis life.



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