THE JARVIS RECORD

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GEO. L. MILLER
Editor and Proprietor

EDITORIAL

The Hon. G. Howard Ferguson, Canada's High Commissioner to the Motherland has been called to give evidence at the Beauharnois trial, regarding a sum of money, supposedly to have been received by himself from the company. It is too bad that the ratepayers have to contend with this fact, from the hands of a company upon which its own actions cast doubt. It will not only take him away fromhi s duties, which owing to his position are of great value to the country, but will take him over a great expanse of water, along with a number of his staff, care for them during their activities while here and take them back again, which will no doubt mean quite an expense, and it all points to the hands of a group of men who class themselves as the high lights of our country. So far the evidence seems to show that the pitch which some see sticking to his fingers has not been gathered from his own pot but from the oozing barrel of the company. No doubt Mr. Ferguson will be able to make this point clear.

EDITORIAL

It has become a matter of course that when there arises any question of public policy which involves expenditure, the slogan of economy is immediately applied. It has become the touchstone of public business, the test by which a new departure can be judged. Does it conform to the need of public economy? That is the question. Take the Jarvis-Dover road for instance. A ride over same would not indicate a grand boulevard, although built but last spring it is already showing evidence of decay. It was built at a reported cost of $3,000 per mile, while No. 3 highway was built at a cost of from $20,000 to $30,000 per mile. Is the difference in the cost sufficient to take care of the increased depreciation that is rapidly taking form on the Port Dover stretch? Time will tell. Our Government is no doubt in hot water at all times making an effort to satisfy the citizens with their cravings for better outlets to spend their money, and then groan about the high cost of living. However, the time will come when the citizens will wish that the present government had laid aside all road building programmes until such time as they are in a position to build their road of cement or asphalt, or a road that will stand with a greater permanency than macadam or stone.

THE WEATHER

The weather every day is new
Andcomes to all of us;
It does the best that it can do,
Though oft it makes uscus s.

O'er all the landscape it is spread,
Also o'er all the sea;
It has the largest overhead
Yet, strange to say, its free.

No mater how the news may break,
The weather's here to stay,
And never does it fail to make
The first page every day.

Health Service

OF THE Canadian Medical Association

Edited by GRANT FLEMING, M.D. — ASSOCIATE SECRETARY

GROWING PAINS

A large number of deaths and a great deal of chronic ill-health and incapacity are due to organic heart disease, which in turn, results, in a very large percentage of cases, from rheumatic fever in childhood.

Rheumatic fever is always a serious disease. In spite of its apparent mildness in children and the absence of the severe symptoms in cases which occur in older persons, it may and frequently does result in a damaged heart.

When a child becomes acutely ill with fever, and one joint after another becomes painful and tender, it is not difficult for parents to recognize the condition as being serious and they do not hesitate to call their doctor.

Growing pains, however, are seldom taken seriously by parents. The very name given to them suggests that they occur as the result of growth, which is not the case. Growth does not cause pain. Growing pains should not be taken lightly. They are perhaps the most common symptom of the mild form of rheumatic fever.

It does not follow that every child who complains of growing pains has rheumatic fever. These pains may be due to some unusual use of the muscles, such as occurs when the child starts skating or cycling. Ill fitting shoes will cause pains in the legs, as will also hip-joint disease.

The growing pains of rheumatic fever vary in extent and severity; theymay effect both arms and legs they come on independentlyof exercise and exertion; they often keep the childa wake for hours at night.

The reason why we wish to bring growing pains to the attention of parents is in order to inform them that they make a serious msitake in not paying attention to the recurring muscle pains popularly known as growing pains. All parents should understand that if such pains are overlooked and treatment neglected heart disease may result.

Growing pains, St. Vitus Dance, tonsilitis, and rheumatic heart disease often occur in the same child and may be regarded as symptoms of the same disease. Any one of them requires immediate care. Rest gives the heart the best chance, and rest in bed, for a long time, is often necessary.

Heart disease in adult life is a severe handicap. It is true that if the manner offiv ing is adjusted to the capacityof the injured organ, a useful life is generally possible. If, however, such a handicap is to be a voided and if the number of cases of heart disease is to be decreased, it is necessary that preventative measures be taken early in life. One thing we can do to prevent heart disease is to pay attention to growing pains.

QUESTIONS concerning "Health" addressed to the 'Canadian Medical Association, 184 College St., Toronto will be answered personally by letter.

In The Automotive World WEEK-by-WEEK

TRUCKS FOR ARMIES OF NATIONS

When Napoleon or was it Fredrick the Great? said that an army travels on its stomach, he was referring to the importance of the commissariat, but he did not forsee the advances that would be made in the mobility of soup kitchens and supply wagons. Nowadays the modern army is not up to date without a great fleet of trucks for its transport system. Motorization has increased the efficiency of army tran sport to a degree undreamed of in the little Corsican's day. As an example of the importance of motors in army organization, a fleet of 81 Chevrolet utility truck chassis has just been delivered by General Motors, India, to the 12th Mechanical Transport Company of the British Army. Finland is another country aware of the need for motorization, and the first order given by the Finnish Government following its decision to motorize went to General Motors, Nordiska, for a fleet of 18 cars and G.M. truck chassis for use of the Service Battalion and Air Squadron in Helsingfors.

THE CAR OF THE FUTURE

Lower gasoline consumption will be a feature of the motor car of the future, according to Sir Dennistoun Burney, whose eight-cylinder "Teardrop" car was an attraction at the National Motor Show. "Automobiles of 1950" he predicted, "will offer the advantage that their fuel consumption will only be about half what present cars use, because of decreased wind resistance. In all probability these cars will be controlled by one lever only. The engine will be back of the rear axle and bodies will be radically streamlined". Some engineers who commented on the Burney Car at the Show said that speed limits would have to be removed before the value of streamlining could be completely realized in motor car body construction. When wind resistance decreases speed increases.

CADILLACS, BUICKS, FOR VATICAN

A fleet of four Cadillacs and five Buicks for His Holiness Pope Pius XI has just been delivered by General Motors Continental, the sale having been closed in competition with most of the cars of distinguished make. The deciding factor for Cadillac was His Holiness' own opinion of that car, formed upon the excellent service given by the Cadillac presented to Pope Pius several years ago by Mr. John Raskob. Buick was chosen, undoubtedly, as the product of the same organization.

SAVING HUMAN ENERGY

The average person uses up more actual physical energy in walking a mile than in driving four hundred miles, according to tests conducted by the engineering department of Oldsmobile. These tests also show that driving fatigue is very largely the result of continued muscular and nervous tension, rather than physical exertion on the part of the driver, and is caused for the most part by the necessity of maintaining an unchanging position behind the wheel.

The new type adjustable front seat, introduced on this year's models has helped greatly in solving the problem of driving fatigue. In 1930 Oldsmobile introduced an adjustable front seat which was operated by a turn handle located on the front of the seat near the floor While this was easily adjustable when the car was at a standstill, it required some effort on the part of the driver to move the seat forward or backward when driving. In the new 1932 Olds mobile Six and Straight Eight, the change can be made by simply lifting a small lever at the side of the seat and sliding the seat backward or forward to the desired position.

A second hand on a watch is a great convenience to a deaf person.

MORE RAILWAYS NEEDED?

That it would be better for the Dominion not to spend any more money at present in developing the Far North, is the contention of C. M. Campbell in the April 1 number of MACLEAN'S MAGAZINE. There is still plenty of territory contiguous to the railways that stands in need of development, he claims, and continues:

"A prominent Canadian writer recently referred to the 'rich but unexplored North.' How can any area be said to be rich if it hasn-t been explored? It is on the basis of this and other similar and unsupported statements that the myth of vast natural wealth has been built up in the minds of Canadians, not only in regard to our Northland but in regard to Canada in General.

What are the facts?

Years ago, Tyrrell, exploring the Sub-Arctic, found areas which he considerable for prospecting. One of these was about Ranken Inlet, south of Chesterfield Inlet. For 3 years recently this and other likely areas were examined by exploratory companies well suppliei with capable men, money and equipment. The net result was that one ore body, aggregating 120,000 tons of good grade nickel ore enough to last Sudbury two weeks, was located.

The exploration companies then moved their forces to the Coppermine area, about 800 miles distant. This area has the same geology as the famous copper area in Michigan and great hopes have been held out for it. Exploration, however, failed to reveal any commercial native copper ore, and the search wascontinued westward. Finally, at a point forty miles west of the Coppermine River and also to the southwest, in the Great Bear area, important finds of sulphide copper ore, pitchblende radium ore, and native silver ore were made.

Following the established Canadian procedure, it was announced early in 1930 by a Canadian public man in a position to talk authority that, 'The northern part of the country holds one of the largest copper mines ever found.'

Anybody familiar with the details to be gone through in opening up one of the world's greatest ore bodies will rule this statement out as highly improbable, and an investigation shows there is no warrant for it whatever. While valuable copper ore has been found, no appreciable tonnage has been blocked out.

A Vancouverpa per in 1930 published an article demanding that 400 miles of railway should be built into 'Canada's Big Treasure Land,' meaning the line from Peace River to Great Slave Lake.

Extension of the railway into that vast wilderness will doubtless be an eventuality of the decade,' says Leslie McFarlane. 'The vast mineral areas of the North,' a newspaper says, 'are calling the steel.'

Let them call.

Canadians have thrown thousands of miles of railway into other alleged 'treasure lands,' 'mineral storehouses and the Canadians who recommended the expenditures have been unable to deliver the promisel treasures.

Except that most of the rooms in these mineral storehouses are empty the term is not inapt. A storehouse is not a place of residence; and great sections of Canada are, until the day of Malthusian congestion arrives, doomed to remain vacant. Let these mineralized sections be considered as storehouses, and let us draw on their resources, such as they are, only when they are needed. Such ore as may exist in the Far North will not run away. Potential ore, it may be said, bears no interest; but it is not yet clear that finding this potential wealth and taking it out now, with all the present handicaps, is the best proceeding, even from the standpoint of profit.

We are told that we can grow wheat at Fort Simpson. Fine, but why go to Port Simpson? There is plenty of room for more farmers at Terace, Smithers, Vanderhoof, Prince George and other places in British Columbia along a railway already built, yet the population is so small an the market so restricted that a few hundred pounds of cabbage offered for sale is liable to cause a slump and cut the price in two. Complementary industrial activities are also warranted.

Thus, along the Bulkley River, with in 200 miles of Prince Rubert, are four power sites aggregating 191,600 horsepowewr that can be economically developed. The admitted need in Canada is more population along the railways. Here is one area where more Canadians can find good homes."

AMATEUR HOCKEY QUESTION

Further fuel is added to the amatuer hockey controversy by the publication in the April 1st Maclean Magazine of a statement by H. O. Sc r.er, president of the Maritime Amateur Hockey Association, challenging D. Leo Dolan to produce proofs substantiating his recent charges of professionalism in amateur hockey in the Maritime Provinces.

In effect, Mr. Schryer politely suggests that Mr. Dolan "put up or shut up". To which Mr. Dolan retorts: Bring on your investigation.

Says Mr. Schryer: "In Maclean's Magazine of March 1, Mr. D. Leo Dolan under the title 'High Cost Hockey' states his belief that there is not a sinton-pure amateur hockey team playing in the three Maritime Provinces and charges that players supposedt o be amateurs do nothing but play hockey and present themselves to the club treasurer every pay day for their monetary consideration; and also generally condemns the entire system under which amateur hockey is conducted in these provinces.

"If Mr. Dolan is as familiar with the athletic affairs of the Maritimes as he claims to be, he must know that the rules of the Maritime Amateur Hockey Association require the signing of affidavits as to their amateur standing, by the players themselves, and that before a playing certificate is granted, the officials of the M.A.H.A. are required to satisfy themselves that the applicant has complied with the residence and other rules. Furthermore, before a player can receive a transfer from one branch of the Canada to another, for instance from Western Camda to the Maritime Provinces, he must secure a release from the club with whom he played during the previous season, as well as from the officials of the branch of the C.A.H.A. under whose ujrisdiction such club played, and in addition to this, the player himself and the officials of the club with whom he seeks to play during the current season must sign a sworn declaration and file it with the M.A.H.A. to the effect that the transfer is made at the personal request of the player, that no monetary or other consideration has been given or will be received in connection with the transfer; that no position or situation, salary or bonus, gift, loan or inducement has been offered or will be accepted for his services as a player.

If Mr. Dolan will present facts to substantiate his statements, I can, as president of the Maritime Amateur Hockey Association, promise him a thorough investigation of the mater at the hands of that Association.

If Mr. Dolan cannot submit proofs to substantiate his statement then I think he should take steps to publicly withdraw them."

To the above statement Mr. Dolan makes reply: 'I am prepared to go before a special commissioner with power to call witnesses and examine them under oath, and prove the statements made in my article. There is one club in New Brunswick that has a real 'home-brew' team and that is Campbellton, who have some justification for their claim that my inference with regard to their club was not warranted. The comment of the sports editors of the Maritimes has been that my article was based on truth, but that I showed poor judgment in writing the article when I did. One or two sports editors have advanced this strange philosophy; 'It's true but what of it ' but no criticism of the article has said it was not true.

"If a barrister of the supreme court is appointed to carry on this investigation and I am permitted to call witnesses and examine them under oath I will be most happy to accommodate Mr. Schryer and his associates. The investigation to be thorough must be independent. I can not be expected to submit to the enquiry being conducted by Mr. Schryer and his associates. Mr. Schryer admits that the charges involve officials as well as players and no one involved in the charges should sit in judgment on his own case.

"Further, I submit that any investigation held with amateurism in Canada should not be confined to the Maritime Provinces. I fully endorse and concur in your own editorial which says "Condition in the Maritimes are not one bit worse than they are in other parts of Canada'. It's about time association officials ceased playing ostrich. They should enforce amateurism or recognize professionalism. The need for a Dominion-wide investigation is imperative."

PROFESSIONAL

Arrell & A
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CALEDONIA—Roya
HARRISON AR
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S. Cameron A

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7 to 9 p.m.
JARVIS OF

DR. E. M. JON
PHYSICAN AND S
Office Hours:—9 a.
2 to
PHONE 74
OFFICE—MAIN STREET

HALDIMAND —THE L
LEGUMES

Haldimand is a land of In no part of the America ent can legumes be more ly grown than in this co we made the greatest use portunities provided us these crops?

Legumes furnish a large tage of the protein supply feeds.

Legumes furnish a large of the nitrogen supply a tilization.

Legumes improve the the soil and help to make lity available.

The large amount of p alfalfa seed available this comparatively low price w considerable increase in the large alfalfa acreage and ased quantity of alfalfa s in mirtures. The addition to the other legumes an in the hay and pasture result in two very necessa for the stock men—a gre of hay or pasture per acre ter quality of hay and pa falfa is no more difficult to cessfully than many of the guminous plants. Gener mendations for those who alfalfa for the first time follows:

1—Sow seed of the Ontario gated variety.

2—Sow 18 to 20 pounds per acre when alfalfa is to alone.

3—Sow 4 to 10 pounds of seed in mixtures.

4—Sow seed on reasonab drained land.

5—If grown on land for time have seed inoculated proper bacteria.

6—Clay loams and well heavy clay soils are well suit growing alfalfa. It is not to grow alfalfa successfully ticularly acid soils.

7—Sow seed on well prepa bed. The smaller the seed finer should be the seed bed is a small seed.

8—Alfalfa seel can be sown sown in early spring with crop of barley or oats as wheat following a late sow early spring. The melted carry the seed into the gro usually no after cultivation essary.

9—Alfalfa can be sown sown on land which has cultivated up to about July sown in July it should be ed that coil at thii time of ually contains a minimum ture and germination will be if seeding follows a shower

10—Alfalfa should not be ed for hay in the same which it is seeded. It should pastured late in the fall or in the spring in any year.

Red Clover, alsike clover, clover, and soy beans are also mirably well suited for growing Haldimand County. Plenty of

Continued on page 8

J—ust to remind you that we do
A—ll kinds of printing,
R—emember us with your next order.
V—isit our office and
I—nquire about our prices.
S—ervice our motto.

R—eports, Letterheads,
E—nvelopes, Bilheads, Wedding cabinets,
C—alling cards, Dodgers,
O—der forms, Milk tickets, and all printing that you
R—equire in your business is
D—one here at lowest prices.