THE JARVIS RECORD

JARVIS, ONTARIO

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GEO. L. MILLER
Editor and Proprietor

In an article which asserts that booming activities by get-rich-quick promoters have done great harm to Canada in the past, and are likely to do still greater harm in the future if they are permitted to continue unchecked, a Western mining authority C. M. Campbell, gives in the April 1 number of Maclean's Magazine a number of cogent reasons for condeming such tactics.

He states:

"There are few areah or resources that have not been bomed at one time or another. Generally speaking, Canadians are overwhemingly in favor of the boom method of opening up this country; it is still the national ideal. An attempt will be made to show not only that development based on make-believe is fundamentally unsoud, that by following it we have lost literally billions of dollars, injured our reputation and seriously impaired our future."

After cutlining the history of many disastrous booms, the author continues:

"The same programme is now being carried on in British Columbia in regard to the Cariboo boom. Official examinations by Department of Mines enginetrs show some encouraging prospects in the Cariboo, nearly all known for half a century. Nothing big is as yet indicated. We are told in the press however, that there will be another Rand in the Cariboo and that the development is likely to be the greatest the world has seen. Thousands of claims are being staked in the snow, companies are being formed and the process of mining the public is well under way.

"Canada is not the greatest mineral producer in the world, nor even in the empire. Neither is South Africa. That small island known as Great Britain, has, under normal conditions, a production of coal alone which equals in value the entire mineral production of South Africa, Canada, Australia, India and all the other parts of the Empire put together.

A Fedtral Minister announced a few years ago resources of record-breaking size in the Churchill area, with which I claim some familiarity. His statement, as was natural, was headed with display type in the press I wrote for particulars, and learned that the statement was not founded on fact. It was frankly admitted that it was made to "boost" that particular section of Canada.

"In the annual reports of our great financial institutions which are printed in the press in the early months of the year, there appeared in 1932 the following statement — the most important one regarding our assets that has yet been made:

"Our undeveloped wealth, which was once so largely a matter of speculative interest rather than of proved fact, is now known beyond any doubt whatever to exist to an extent far surpassing the most extravagant estimates of those who have gone before us."

"A request for the evidence on which this claim was based did not bring it forth, but it did bring out the information that the statement was made 'to restore confidence.' We are facing a crisis therefore we must not tell the truth. This is the argument of our great financiers. Canadians — descendants of Dollard, Madelaine de Vercheres and Laura Secord — must not be told the truth becaust there is a depression. Canadians who faced poison gas, attacked and 'saved the situation,' are not fit to be entrusted with an accurate statement of our assets.

"In one of Vincent Massey's published addresses he refers to university men as having 'a passion for truth and a willingness to follow it wherever it leads.' Surely, therefore, we will get the truth from our university men. This is what we hear:

"As for Canada's resources,' says the principal of one of our leading seats of learning, 'we have only reached the fringe, and it is not possible to compute her almost fabulous natural wealth.'

"At an important engineering meeting I once listened to an engineer read a paper in which he forcibly argued that all we have is a fringe. The discussion was opened by a university man who said, 'The paper is true, but I do not think it should be printed.' The president of the institute, also a university man, suported this idea in a letter in which he said:

"We should consider with great care the efect of such papers on the minds of those to whom the industry must look for capital.

"The question before university-trained men is not, therefore, 'Is it true ? but, 'Will it sell mining stock. ?'

"I also find that the offensive paper, before being read was submitted by the writer to a fellow engineer, also a university man. The latter's comment was: 'Absolutely true, but what's it going to get you ?'

"The result of all this has been that rarely will any mining institution in Canada — and almost all mining organizations are controlled by university men — publish criticisms of boom claims, of which the coal and iron estimates referred to are merely types. Their action is actively or tactitly endorsed by university professors, deans and principals practically without exception.

"The Canadian coat-of-arms should be replaced by a shield with a money bag d'or in each of the quarters, the whole surmounted by a humbug rampant and underneath the motto 'What's it going to get you ?"

"Too many Canadians have read their dictionaries wrongly. An optimist is not a man who ignores the facts. He is not the man who ignores the indications that point to the ehaustion of some of our most valuable resources. The real optimists in any country are the men whoendeavor to set out all the facts, good and bad, and with energy and hopefulness, seek a solution. Often they find it, as the outstanding organizations in Canada testify. These are the kind of optimists we need in this country."

SOME SOIL-BORNE DISEASES OF CLOVER AND ALFALFA

(Experimental Farms Note)

During recent years the advantages of the legume forage crops (alfalfa, common clover and sweet clover) have been stressed to farmers throughout Canada. However, there are certain difficulties in securing and maintaining good stands, and in controlling the diseases that naturally increase with extensive culture of these crops.

At present the two most important diseases are brown root-rot and sclerotinia root-rot, the former being limted to Saskatchewan and Alberta while the latter occurs in every province. The extent to which plants suffer from either of these root-rots often depends greatly on the vigour of the plant. During winter the plants naturally become weakened by the long winter dormancy period, and also by the alternate freezing and thawing of the ground, which commonly occurs in certain parts of Eastern Canada. Under these conditions the roots may become mechanically injured and their vital processes affected. Plants with large vigorous root systems well supplied with reserve food when they enter the dormacy period, will resist adverse conditions better than small roots with limited food reserve. Even under the comparatively low soil temperatures during the winter and ver yearly spring, the plants may be killed, or severly injured, before they can produce new crown foliage in the spring. Only by the use of good cultural methods, a soil nearly alkaline in reaction, with adequate, but not an excess of moisture, and reasonably fertile, can strong plants be produced. The nurse crop used is often so vigorous that only small plants, and frequently poor stands, are secured, which fact suggests the remedy. Even if best cultural conditions are provided, the root parasites, common in the soil, tend to increase rapidly, especially in the presence of much soil fertility, adequate moisture and an abundance of organic matter, and are likely to cause etensive damage. Should this happen, the same soil should not be seeded again to common clover or to sweet clover for several years, the ground being used in the meantime for a cultivated crop or a grass crop

The Division of Botany, of the Federal Department of Agriculture, is making an extensive study of these diseases, and the observations herein are based on experimental results obtained by the federar laboratory located at the University of Alberta, and from evidence secured co-operatively with the Experimental Farm, Lacombe, Alberta.

SOME RESULTS WITH FERTILIZERS ON PEAT SOILS

(Experimental Farms Note)

Soils containing a large proportion of organic matter such as peats or mucks are usually deficient in the mineral elements of plant food and especially in phosphoric acid and potash. On freshly broken peat lands a dressing of barnyard manure at the outset is recommended. In addition to furnishing available plant food the manure supplies bacteria necessary for the decomposition of the peat. In conjunction with manure a dressing of a complete fertilizer having a relatively high percentage of phosphoric acid and potash may be used.

In experimental work conducted on newly broken peat land at Celedonia Springs, Ontario, during the season of 1932 by the Divisions of Chemistry and Illustration Stations of the Central Experimental Farm, Ottawa very satisfactory results were obtained from the use of manure and fertilizers. An application of 20 tons of manure resulted in 376 bushels of marketable potatoes, 19½ tons of mangels, 21 tons of beets and 8 tons of celery per acre. Ten tons of manure supplemented by 750 pounds of a 4—8—10 fertilizer gave almost as good yields as the 20 ton rate of manure. The yields from a dressing of 1500 pounds of 4-8-10 fertilizer mixture (without manure) gave yields as follows: 320 bushels of marketable potatoes, 18½ tons of mangles, 17 tons of beets and 6 tons of celery per acre. The areas which received neither manure nor fertilizer produced 188 bushels of potaties, 6¼ tons of mangles, 9 tons of beets and 3¼ tons of celery, per acre.

An area of this peat land which had been terated in 1931 with manure and fertilizer, produced 48 bushels of barley per acre in 1932 and an excellent stand of clover. An untreated area gave a yield of but 19 bushels of barley.

The above results definitely show that manure and fertilizers may be used to great advantage in the growth of grain, hoed and vegetable crops on newly broken peat lands.

'Nut culture is a new and promising industry rapidly becoming an important feature of production in the Okanagan Valley. Display from groves of this British Columbia district will be exhibited at the World's Grain Exhibition and Conference in July this year.

:——:

A shipment of 66 samples of grain and seed for the competitive classes of the World's Grain Show has arrived at headquarters from Australia.

ROUND THE WORLD IN A DAY

The opportunity to take a trip round the world comes to a comparatively few people whether the journey may be made in a year, or a month, or in a day, for that matter. Yet the opportunity is so utterly remote from ost people that they worry not at all about it. The march of modern progress is so rapid, however, that another opportunity has come within easy reach of thousands of Canadians, an opportunity akin to a trip round the world, and moreover this remarkable trip may be made eighty times faster than Fogg of Jules Verne's creation made it a comparatively few years ago. If the tourist doesn't get interested to too great an extent, but the chances are that he will, the journey may be made in one day.

The immense World's Grain Show building — the largest of its kind in the world — with a floor space of nearly 3½ acres filled to overflowingwith national, commercial, competitive and educational exhibits from all parts of the world will provide exactly this wonderful opportunity. Here the visitor may pass along the nearly two miles of exhibit frontage and there see something of the social ife, the activities the aims and aspirations of over forty countries. There may be seen something to interest no matter what the tastes may be. The World's Grain Exhibition and Conference scheduled to open at Regina, Canada in July this year, notwithstanding the fact that it will show thousands of samples of the best grain and seed of all the world, will also provide for the visitor, (all on the spacious grounds of 90 acres, equipped with many commodious buildings), a wonderful variety of wholesome entertainment, exhibits of horses, cattle, swine, sheep, dogs, poultry, manufactures, machinery, a full sized reproduction of an ancient Hudson's Bay Post, and Indian Village, the Battle of Batoche, a model of the Prince of Wales' ranch, the best midway possible to secure and the thousand and one other things that go to make up a great world exhibition.

TOURIST CAMPSITES IN CANADA

Motorists on tour in Canada have a full day for they are lusually on the the way soon after daybreak, drive for hours through scenic country, slow down for a longer look at particular pleasing views, stop for luncheon, a swim or a bit of fishing. It is natural that the approach of nightfall the appearance of a road sign marked "Tourist Campsite" is to them a welcome one for man, unlike a machine, does get tired. In practically all cities and in most towns and resorts throughout Canada there is ample accomodation for motrists who prefer the use of a tent or cabin to other means of overnight lodgings. The rates per day or night are always reasonable, generally varying from 50 cents to $1.00 per person, and at a number of municipally owned campsites no charge whatever is made.

The principal, and most important feature, which is always looked for by the travelling motrist is the assurance of comfort and safety while a guest of the camp. Owing to the general improvement which has taken place during the past few years in the appointment of Canadian motor camps, the visitor is now assured of many home comforts.

Nearly every camp is pleasantly situated among beautiful shade trees or bordering some scenic river or lake, and provisions of all kinds may be procured nearby at moderate cost Running water, electric lights, indoor stoves, otdoor ovens and sanitary facilities comprise some of the equipment for the convenience and personal comfort of the travelling motorist. There are also available at many camps, safe bathing beaches and well-kept playgrounds. In a number of provinces in Canada the provincial board of health exercise a very close supervision over the camp's activities.

More and more as the years progress personal comfort is being stressed in nearly every phase of life and that of the touring motorist is no exception. In the large number of well organized motor camps which operate from coast to coast along Canada's scenic highways there is the assurance of all personal needs which assist to a great extent in making a tour by automobiie a pleasant and lasting experience.

The American truth teller was in form.

"Talking of ants," he said, "we've got 'em as big as crabs out West. I've seen 'em fight, charging each other like savages."

"They don't compare with the ants I saw in the East," said an inoffensive individual near by. "The natives have trained them as beasts of burden. One of 'em could trail a ton load for miles with ease. They worked willingly, but occasionally they turned on their attendants and killed them."

But his was drawing the long bow a little too far.

"I say, old chap," said a shocked voice form the corner, "what sort of ants were they ?"

"Elepjhants," rep i(dhl-eibbSHR "Elephants," replied the inoffensive individual.

COUNTY COUNCIL MINUTES

(continued from last week)

and place insurance as they deem advisable until the next meeting of this council. Carried.

Moved by Mr. Colter, seconded by Mr. Gloyd, that Mr. Lockie be appointed to make sale of lumber at the mill. Carried.

Moved by Mr. Marshall, seconded by Mr. Kerr, that the report of the Finance Committee be received and read. Carried.

FINANCE COMMITTEE REPORT

To the Warden and Members of the County Council:

Gentlemen:— We your Finance Committee met at the Court House on February 14th and report County's financial standing as of December 31st, 1932, to be as follows:

Cash in Bank, Gen. acct. $21,950.37
Less outstanding cheques 316.68

$21,633.69

Good Roads Accounts

Outstanding cheques $1046.96
Cash in Bank 667.94

Deficit $397.02
397.02

$21,236.67
Cash in Deb. acct. 91.91
Cash in Emergency acct.. 4.76
County Rates unpaid 86,548.43
Due from Dept. of High'y 47,826.72

$155,718.49

Liabilities

Unpaid Notes, Gen. acct. $38,500.00
Unpaid Notes, Gd. Rd. acct 95,800.00
Due Dept. Highways, int. . 906.00
Bal. due on Debentures .. 17,460.31
Dept. Highways, exp. for 1932 County's share 28,127.32

$180,794.53
Less amount not due until 1934 .... 10,754.07

$170,040.46
Deficit 14,321.97

$155,718.49

We have met today and recommend the following accounts for payment:

Associated Chemical Co. of Canada, Toronto 4, C. H. supplies 20.43
Ontario Reformary Industries, Guelph, supplies 12.00
Baird Bros. C. H. repairs .. 4.55
E. B. Davis, Court House sup 7.30
James Bamrick, teaming at Court House 7.00
John Walsh, express and cartage 1.00
Victoria Industrial School, Ernest Barlow, for Jan. $15.50; Clifford Gracey for Jan. $15.50; Leslie Rose for Jan. $15.50; Ernest Barlow for Feb. $14.00; Clifford Gracey, for Feb. $14.00; Leslie Rose, for Feb. $7.50 .... 82.00
W. Spittal for D. H. May account .... .35
Haldimand War Memorial Hospital, Fred Fox, Dunnville $14.00; Eldon Parkhill Dunnville $8.75, Mrs. Jos. Page, Dunnville $8.75; Mrs. J. Rozell, Canboro Twp. $87.50, Ilena Young $1.75, Mabel Ecker $15.75 ...... 136.50
House of Refuge, for January $609.45, February $361.32 .... 970.77
Melbourne Smith, care of Registry Office 15.50
Children's Aid, Feb. acct.... 760.72
St. Joseph's Hospital, Hamilton re Chong Mang 3.50
St Peter's Infirmary, re Geo. Cummings 23.25
Municipal World, sheets, minute book, binding by-laws 7.68
The Augus Mack Co., 64 Richmond St., Toronto, 1 copy 1933 map for Clerk's Off 4.85
Harrison Arrell, express on by-law book 1.50
C. H. Shea, Divison Court supplies 1.25
Old Age Pension Commission Nov., Dec. and Jan. 1197.52
R. D. Gibson, Sec.-Treas. Waterford High School .. 69.75
Hamilton General Hospital, re Wm. Johnston 66.50
Wm. Zintel, sawing and repairs to saw 25.87
Ora Dickson, care Mr. Robins Jan. and Feb. 82.40
Cayuga Hydro Electric System, Jan. acct., Registry Office $1.50; Court House $44.98; C. H. standards $7.50 .... 53.98
Mountain Sanatorium, Jan. 1st to 31st, Hazel I. Laws $46.50; Clarence Nichols $46.50; Orland Bingleman $46.50; Edward Mackey, $46.50; Victoria Helen Jarvis $46.50; To Feb. 28, Hazel I. Laws $42.00; Clarence Nichols $42.00; Orland Bingleman, $42.00; Edward Makey, $42.00; Victoria Helen Jarvis $42.00 ...... 442.50
Grand River Sachem, stationery and forms 71.65
Grand River Sachem, stationery, Registry Office 4.75
J. Lockie, exp. to G. R. Con. 15.00
Allan Anderson, exp. to G. R. Convention 15.00
Peter Gloyd, exp to G. R. Convention 15.00
Robert Kerr, exp. to G. R. Convention 15.00
Frank Laidlaw, exp. to G. R. Convention 15.00
Lloyd Huber, exp. to G. R. Convention 15.00
Wm. Bird, exp. to G. R. Convention 15.00
Marvin Shaver, exp. to G. R. Convention 15.00
Melvin Fury, exp. to G. R. Convention 15.00
Fay Head, exp. to G. R. Convention 15.00
Milton Sundy, exp. to G. R. Convention 15.00
Noble Allan, exp. to G. R. Convention 15.00
St. Joseph's Hospital, re Mary Nicholas, Canfield .. 28.00
B. Milligan, Brantford court costs 6.09
Norfolk General Hospital, re Jean Murray 38.43

We recommend that the Warden and Treasurer sign a note for two thousand, five hundred dollars for Good Roads account and seven thousand dollars for general account, also that past due notes be renewed amounting to $46,800.00.

All of which is respectfully submitted.

(sgd.) C. N. ALDRIDGE, Chairman.

House of Refuge Accounts for February 1933

Public Utilities Commission ..$20.97
Scott & Edgecombe, gasoline.. 3.95
Judson Smith, repairs 3.00
S. S. Moote, lumber 2.25
W. E. Franklin .... .20
T. G. Scott, supplies, Jan. and Feb. 1933 ....
M. Kohler & Son, feed and chop ....
R. Newman, supplies ....
Geo. Granger, bread ....
W. R. Jackson, dry goods ....
W. J. Griffith, dry goods ....
Harry Marshall, supplies, Jan and Feb. 1933 ....
W. A. Coleberry, supplies ....
Dr. R. D. Blott, medicine ....
Jas. Phillips, bread $12.18, groceries $21.09 ....
Mrs. Walter Shaver, oats pd...
Harold Stewart, barbering pd.
Dom. Natural Gas Co. gas pd
Mrs. Ina Goodfellow, washg pd
Luella Sherk, wages ....
Lloyd Glenny, wages ....
J. A. Bradley, wages ....
C. Sundy, meat ....
R. W. Smith, supplies ....

O.K.—J.A.B., W.N.B., M.M.

Children's Aid Society for February 1933

Maintenance of wards ....
Merchandise:—
The Enterprise, clothing ....
Chas. G. McKeen, clothing, etc
C. Reid, footwear ....
J. G. Happell, footwear ....
Brown's Arcade, footwear ....
Geo. S. Dusty, clothing ....
Mrs. J. Gillap, clothing, repairs
Howard's Drug Store, drugs school supplies ....
Frank Brunt, hair cuts ....
T. Eaton Co., clothing ....
War Memorial Hospital, Maintenance ....

Administration:—
Salary ....
Rent ....
Dominion Gas. Co. Jan. $8.55 Feb. $5.55 ....
Public Utilities Commision ..
Dunnville Cons. Telephone Co., 3 mons. service $8.00, long distance $9.30 ....
Meals ....
Postage and excise stamps ...
Auto service, 508 miles at 7c..

Grand total ....

General health of children quite satisfactory.

Chickenpox in some cases. One case of tonsil removal. Dental work for three children.

(sgd) JAS N. ALLAN, President.
(sgd) CHAS. R. BILGER, Local Supt.
W.M.B., M.M.S.,—County Committee

Moved by Mr. Bird, seconded by Mr. Anderson, that the report of Finance Committee be adopted as read. Carried.

Moved by Mr. Lockie, seconded by Mr. Hodges, that we do now adjourn to meet again on April 13th at 2 o'clock. Carried.

HARRISON ARRELL, Clerk.
FRANK LAIDLAW, Warden.

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Harrison Arrell, K. C.—County Crown Attorney. Solicitor for the County of Haldimand.
Alex H. Arrell, B.A.
CALEDONIA, ONTARIO.

Kelly, Porter & Kelly
DAVID E. KELLY
SIMCOE, ONTARIO.
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Barristers, Solicitors, Notaries, Etc.
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Dr. H. C. Robinson
I. J. Leatherdale, M.D. &
OFFICE HOURS
10 to 12 a.m. 2 to 5 p.m.
7 to 9 p.m.
JARVIS ONTARIO

DR. E. M. JONES
PHYSICAN AND SURGEON
Office Hours:— 9 to 10 a.m.
2 to 4 p.m.
PHONE 7 4
OFFICE—MAIN STREET, JARVIS

HEALTH

by

HEALTH SERVICE OF THE CANADIAN MEDICAL ASSOCIATION AND LIFE INSURANCE COMPANIES IN CANADA

EARLIEST

Not infrequently the question is asked as to what are the earliest or first signs or symptoms of this or that disease. This is a question which cannot be answered definitely. Disease does not begin at one given time the moment before which we were well and the moment after which, we are ill. Disease is a gradual change which may be comparatively quick or slow.

If we consider cancer, for example, it is impossible to state definitely what are the earliest symptoms of the disease, because in attempting to enumerate them, we find ourselves including pre-cancerous conditions. However, we can practically answer the question by including those symptoms which are commonly associated with early cancer or the late precancerous conditions.

The appearance of a blood-stained discharge between menstrual periods or the occurrence of anything unusual about the periods, in a woman over forty, should be regarded with suspicion. The reappearance of blood after the menopause is also suspicious. All such symptoms are not due to cancer, but some of them are, and it is only by paying attention to all, that the actual cases of cancer will be discovered.

A lump in the breast whether or not accompanied by pain, or pain in the breast with no evidence of a lump always calls for investigation. These are the first symptoms which are noticed by patients. Later on, discharge or bleeding from the nipple may occur. Here again, cancer is not the only cause of such symptoms, but it is one cause, particularly in women over thirty-five years of age, and for this reason, there should be no delay in finding cut the cause in every case where symptoms occur.

Bleeding from the rectum is nearly always blamed on piles, or haemorrhoids. This may be the correct explanation, but again it may not be. The earliest sign of cancer of the rectum may be the passage of blood. In all such cases, the necessary examination should be made to determine what is responsible in that particular case.

Any sore of the lip, tongue or mouth, which does not heal promptly and remain healed, should not be allowed to go on without proper examination to determine its nature.

The purpose of this article it not to teach or encourage you to diagnose your own case, but to impress upon you that, if certain conditions arise, they should be given attention.

What everyone should do is to have a periodic health examination which would allow the family physician to detect abnormal conditions early, at a time when proper treatment may be expected to effect a cure.

Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

FRIENDSHIP

Pure, disinterested friendship, is a light-flame, emitting none of the smoke of selfishness. Its origin is divine and its results enrapture the soul. However, the world has ever been fooled with base counterfeits, many so thickly coated with the apparently pure metal, that nothing but time can detect the base interior and the ulterior designs of bogus friends. Deception is a fault of many men and is practised throughout their entire lives.

Caution has been termed the parent of safety, but the most cautious have been the victims of the basest deceivers. We should be extremely careful in whom we confide, then we will often find ourselves mistaken. Let adversity come, then we may know more of our real true friends. Many will probably show they were sunshine friends and will flee when clouds appear.

Friendship is a flower that blooms in all seasons. Wherever it is watered with the dews of kindness and affection, there you may be sure to find it in its purity. Its eternal and universal fragrance dispels every thought of envy, and purifies the mind with a priceless contentment. True friendship can only be found to bloom in the soil of a noble and self-sacrificing heart; there it has a perennial summer, a never-ending season of joy to its happy possessor. No one can be happy without a friend.

—Dunnville Chronicle

"Who commands in your home?" "We share it; my wife bosses the servants and the children and I attend to the goldfish."

"ROYAL SCOTT" ENGINE AND TRAIN TO VISIT CHICAGO FAIR

The Royal Scot, outstanding British railroad passenger train, and the pride of the London, Midland & Scottish Railway, will form one of the most interesting exhibits at Chicago's Century of Progress World Fair when that great exhibition opens on June 1st next.

With characteristic British enterprise, officials of the London, Midland & Cottish Railway have arranged to ship a Royal Scot complete, and the train will be unloaded from one of the Canadian Pacific "Beaver" line freighters in Montreal about May 1st.

The engine and eight cars comprising the train will be on view in Windsor Station prior to commencing a Canadian tour under her own power. This tour will provide Canadians in Ontario and Quebec centres with an opportunity to visit and inspect the train, and to see at first hand the last word in British engine and coach construction. On her way to Chicago the Royal Scot will travel over Canadian Pacific lines, and will return via Canadian National lines.

While the primary reason for the visit is to take part in the Chicago World's Fair, arrangements have been made in full co-operation with the principal railroad systems of Canada and the United States for the train to make extensive tours of the North American continent both before and after the exhibition, At each of the cities and towns visited the Royal Scot will be thrown open to public view and special invitations to inspect her will be extended to City dignitaries and prominent citizens.

This will be the first occasion on which a complete British train has visited America. Just 40 years ago in 1893, the Londo nand North Western Railway, now a constituent part of the L.M.S. Railway, sent an engine named "Queen Empress" and two coaches to the World's Columbia Exposition held in Chicago that year. The Royal Scot follows up that visit as a resplendent ambassador of British Railways of 1933.

The Royal Scot while affording visual evidence of the striking progress and development made in 40 years of British train construction, has a history that goes much further back than that. In 1848 the first train for Scotland left Euston station at 10 a.m. by the famous West Coast route. On June 1st, 1862, the departure time of 10 a.m. for the morning express from Euston to Glasgow and Edinburgh was standardized, and since then the "Ten o'clock," later known as the Royal Scot, has left Euson at that hour without a break. In nearly 71 years of unbroken service, the northbound and southbound Royal Scot expreses have covered between them 17,000,000 miles.

The engine selcteed for the tour of this cohtinent is No. 6100 "Royal Scot" precursor o fa class of 70 engines of the same type, and representing the most powerful type of passeger express engine working on the L.M.S. system. Named in many cases after famous British fighting regiments, these locomotives have, since their introduction in 1927, had charge of the most important Anglo-Scottish express services as well as the very tightly scheduled expresses on inter-City runs and on boat trains

Royal Scot engines hold more than one speed and endurance record. In April, 1928, Engine No. 6113, "Camerenian" set up a World's record run by making the journey of 401½ miles between Euston and Glasgow without a stop of any kind. This type of engine also hauls two expresses, the 9.45 a.m. "Mansunian" from Manchester to Euston, and the 5.25 p.m. express Liverpool to Euston, that each claim daily honours for faster runs of over 150 miles duration than any other European expresses.

The vehicles composing the train itself will be representative of the standard BrBitish workmanship famous the world over. There will be eight vehicles in all, namely a Third Class coridor brake, third class vestibulo coach, Electric kitchen car, First class corridor vestibule coach. lounge car, Third class sleeping car, first class sleeping car, first class corridor brake.

The coaches will in every way be the standard equipment of L.M.S. Anglo-Scottish services.

In preparation for the discussion to take place at the World's Grain Exhibition and Conference in July next a conference of those interested was held at Melbourne, Australia, recently.

:——:

"And did he have the dentist take an Xray of his wife's jaw ?" "He tried to, but all they could get was a moving picture."

:——:

Being a telephone girl is neither a profession nor a business. It is a calling.

:——:

"This is only the ox-cart stage of the machine age." — Henry Ford.

Beatty of the C.P.R.

As Montrealers Know Him

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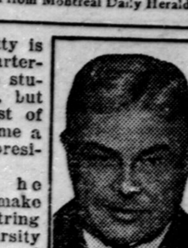

Ed. Beatty is a quarterback who studied law, but by a twist of fate, became a railway president.

Though he couldn't make the first string on the Varsity gridiron squad he had no difficulty with the C.P.R. and has played regularly ever since. They say it was Shaughnessy coaching that turned the trick (Lord S. not Shag).

He is probably the shyest man in Canada.

The ladies admire him because he wears his hat over one eye and walks with a quarterback swagger. The fact that he is a bachelor and apparently intends to remain one provides a second element of "je ne sais quoi" to keep feminine hearts in a state of flutter.

Business men like him because he talks straight from the shoulder and has an uncanny talent for getting at the core of the most intricate problem.

The man in the street respects him because he preaches The Gospel Of True Canadianism.

Politicians fawn on him because he is the boss of the C. P. R.

The Prince of Wales is another citizen who thinks Beatty is "all right," and His Royal Highness is always ready to prove it by officiating at the launching of a new C. P. R. ship.

Ordinary people respect him highly, and are sorry his railway is having a hard time.

As a youth he wanted to be a judge, but Fate intervened and sent him a job in the C. P. R.'s legal department. Young Beatty refused to regard this as his life-work, but ultimately had to decide in a hurry when the late Lord Shaughnessy sent for him and asked him to be a Vice-President.

Here is one version of what took place:

Beatty said "No!"

"Tom" Shaughnessy fixed the young attorney with a stern eye and exclaimed, "My God, Beatty! Do you want to be a mere lawyer all your life ?" Young Beatty smiled and took the job.

Some people think Mr. Beatty is hard to reach and tales are told of citizens who wait for weeks for the call to conference. Nevertheless he is the easiest man in the country to talk to, provided you can crash the outer office.

He is one of the few leading citizens who go in for Good Works in a Big Way without thought of publicity or praise. Not long ago the mother of an ex-Boys' Home youth who had lost his job in the States, was destitute and needed trainfare home in despair telephoned to E. W. The Chairman and President of the C.P.R. came to the phone in person, discussed the case with the harassed mother, told her not to worry and instructed the C. P. R. official nearest to the boy to ship him back to his home, paying the fare out of his own pocket. These are the things which have won him a reputation for kindness and humanity.

He was born at Thorold, which Ontario people will tell you is situated in the Garden of Canada. He attended several schools in Toronto, and ultimately scratched his way into, through and out, of Toronto University and was called to the Ontario Bar. That was in 1901 and almost at once he went into the C.P.R.'s law department. He stayed there for thirteen years before becoming the company's General Counsel. In 1916 he was elected to the Board. In 1918 they made him President, when Lord Shaughnessy dropped one of his two portfolios. Six years later he added the title Chairman to his letterhead. Since then he has held both jobs and has had plenty of worries on his hands.

He thinks co-operative management will solve the railway problem. He does more travelling than many salesmen. To-day you will see him in Calgary. Next Tuesday he will be in Montreal. On Wednesday he will appear before the Railway Commission in the Capital. On Thursday you can talk with him by long distance to the Empress of Britain, outward bound. Wherever he goes he carries his work under his hat. When times were good it used to be written that he had the Biggest Industrial Job In The World. The job to-day is probably just as big but infinitely more arduous.

His continued good repute is largely due to the idea that has got about that he is honest, honorable and, taking him by and large, as representative a citizen of Canada as can be found between the two oceans.

And there is plenty of evidence to support the charge.

"Hadn't you better go and tell your master ?" said the motorist to the farmer's boy who stood looking at the load of hay which had been up set.

"He knows," replied the boy.

"Knows ? How can he know?" asked the motorist.

"Cos he's under the hay !" explained the boy.

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"The world is always opposed to new ideas." — John Masefield.

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"The world is a wilderness waiting for a voice." — William E. Borah.

A LETTER AS SENT TO THE EDITOR OF THE MAIL AND EMPIRE

The Editor,
"Mail & Empire,"
Toronto, Ontario.

Dear Sir:—

Your issue of March 14th contains a letter from the Rev. A. J. Irwin, Secretary of the Ontario Prohibition Union, which deals with highway fatalities per 10,000 motor cars registered in Ontario and Quebec, and spurports to show that in the year 1931 the numbers killed in Ontario were 10.15 per 10,000 cars registered, and in Quebec 19.77 per 10,000 cars registered.

It is impossible to allocate these accidents to cars in the hands of Ontario citizens and Quebec citizens. Among them are included tourists in the respective Provinces. We have proved that, while Ontario gets originally 78% of the total tourist traffic, 63% of it goes through to the Province of Quebec, so that Dr. Irwin is simply clinching the same theme. For it is a matter of common knowledge that the highways of Quebec are narrow, tortuous, paved cow paths, as compared with Ontario's broad, well-graded, well-banked excellently signed and expensive high ways that have cost the taxpayers of this Province so much. They are now cashing in on this expenditure, in added security for themselves and their visitors.

Still further, it is a matter of common kowledge that the improved high way mileage of Ontario is 4.82 times that of the Province of Quebec, which of course, creates better travelling conditions with less congestion and less possibility of accident.

It is also a matter of common knowledge that Ontario has always taken safety programmes seriously, and the Government has spent a considerable amount of money promulgating these safety programmes, as have institutions such as the Ontario Motor League, all of which has no counterpart in the Province of Quebec.

When the Reverend gentleman drags in the availability of beer in the Province of Quebec as a factor determining the larger number of accidents in the Province of Quebec this indicates a desperation born of the conviction that the recent petition which was to overawe the Ontario Legislature has entirely failed of its purpose. When, throughout the length and breadth of this Province, only 105,000 people, voters and non-voters, were signatories to that petition, eliminating tht 40%, which experience has hown would have signed a contrary petition, and the minors who signed this petition, there would probably b less left as actual bona fide signatories than recently signed a petition in the City of Toronto to prevent the hanging of a convicted murderer.

There would be no necessity for the Moderation League to circularize the Members of the Legislature, as is complained of by Dr. Irwin, were it not for information of this description that is disseminated under the auspices of the Prohibition Union.

It is significant that the newspapers of the Province carry, on the same day, news of the conclusive and immediate action by President Roosevelt in the United States on this same subject, which now rings Ontario about by territories, where there is a sane and reasonable law with reference to beer and light wines, to the benefit of truer temperance and improved economics.

Sincerely,
Moderation League of Ontario
H. S. Pritchard.

THE CANDIDATE

The speaker's busy life,
Is filled with daily strife.
Hi ! Ho ! How words do flow,
When politics are rife.

The speaker's in his den,
With acrimonious pen.
Hi ! Ho ! How words do flow,
By candidating men.

The speaker's on his feet,
To practice and repeat.
Hi ! Ho ! How words do flow,
When tongues are very fleet.

The speaker's out to dine,
With oily-mouthed design.
Hi ! Ho ! How words do flow,
When politicians shine.

The speaker's up to speak,
While voters wildly shriek.
Hi ! Ho ! How words do flow,
When thoughts are very weak.

The speaker's home in bed,
With palpitating head,
Hi ! Ho ! How words do flow,
And nothing much is said !

Grenville Kleiser.

For results try an adlet in the Record.

In The Automotive World

WEEK BY WEEK

British Buying More Cars

Belief in many quarters that 1933 will see increased buying of motor cars, both in Canada and abroad, is supported by optimistic figures of sales activity. especially in Great Britain. One motor authority in Britain estimates the sales in Great Britain and Ireland this year will be at least 175,000, which would be a new high record. The best previous year was 1929, when 165,516 new cars were registered (in Great Britain alone). During 1932, the total of new cars registered in Great Britain and Northern Ireland was 156,030, and there seems every prospect of the record figure of 1929 being beaten in 1933. A corresponding upturn in Canadian car sales is looked for, the manufacturtrs being encouraged by the trend of the first quarter.

Chivalry and Automobiles

An elderly lady stood hanging to a strap in a street car while a young man sat in front of her, reading. A second female of the strap-hanging species let her indignation get the better of her and burst out: "Hey, you: "Where's your chivalry ?" To which the young man meekly replied: "It's at home in the garage. My wife wanted to drive it today." Admittedly not a 1933 model, this anecdote is used by the columnist of a Fergus (Ont.) weekly to illustrate the point that chivalry has suffered a decline because of the motor car. Almost invariably, says the writer, a driver steps in first and lets his wife or the girl friend come afterwards and shut the door. The fault, it is pointed out, is not so much with people as with cars. Indeed, if the man hesitates, the lady usually says "Oh, you might as well get in from this side." After all, it is not much of a decline in chivalry from the age when you had to handle the reins of a fractious driver, 'cramp the wheel' and let the lady get into the buggy as best she could.

Sir Malcolm At The Tiller

Sir Malcolm Campbell, driving an ancient "gas buggy" over the sands ofDaytona Beach, was a sight that amused the winter colony there shortly before he set a new world's record of 272.1 miles an hour. The little buggy was an Oldsmobile some thirty years old and Sir Malcolm tooled it over the sands at 15 miles an hour 257 less than he later travelled the route in his giant Bluebird.

The little Oldsmobile, one of the pioneer cars of the industry, seems toy-like when compared with the streamlined Oldsmobile models of 1933. The engine is a little one-cylinder affair, located under the body and cranktd by hand. It steers by a tiller.

The improvements made in Oldsmobile construction since those early days would literally fill a book. The 1933 car buye rcan obtain an Oldsmobile with three-point controlled rubbtr-cushioned engine mounting; self-starter with automatic choke; Syncro-mesh transmission; rugged X-type frame; semi-elliptic springs with hydraulic double-acting shock absorbers, metal spring covers and threaded shackles; Fisher stream lined body with no-draft ventilation; and a thousand and one other improvements that thirty years' progress have brought to Oldsmobile.

How Far Did You Ride ?

Everybody in Canada did considerable moving about by motor car in 1932, if you believe in averages. Gasoline sold in the Dominion last year was officially estimated at 503,452,000 gallons. At 20 miles to the gallon, the mileage covered would be 10 billion miles. This allows a distance of 8,000 miles for each of the 1,200,000 cars and trucks in Canada. There is an automotive vehicle for every eight people in the Dominion, statiscal sleuths have discovered, so with one person to a car while this mileage was being covered, everybody in Canada averaged 1000 miles of motor travel last year. Placing the average car load at two and a half people, everybody got 2500 miles

Function of Ash Trays

For a person who is considering the purchase of a car, there has just been issued a most valuable aid in the form of a book called the "Automobile Buyer's Guide." Published by the Customer Research of General Motors Products of Canada, Ltd., Oshawa, it has 76 pages packed full of information that will help any prospective buyer to value the features offered by various makes. More than that, it sharpens "buying wits" by helping the customer to put a value on many important things he might be inclined to ignore. Under the head of operating economy, for instance, appears the item of ash trays, with the trenchant comment "Save carpets and upholstery — and of far greater importance, OUR FORESTS." the book, which may be obtained on application, is a logical outcome of the questionnaire conducted by General Motors Products of Canada, Limited, last year.

New Type Rubber Road

In Manchester (Eng) a new kind of rubber oad, which may revolutionize the whole road-making industry, has been tried. Instead of using rubber blocks as in previous rubber type roads, the rubber has been melted and mixed with macadam and then spread over the road like jam.

Pontiac Easy on Oil

Oil economy of the new Pontiac Straight Eight is exceptional, because of the design of the piston rings as well as the method of distribution and cooling, which retards oil breakdown and dilution, thereby adding to the long life of the oil. Oil need be changed only at infrequent intervals, when an examination shows it to be necessary. The motor is protected by full pressure lubrication to every bearing, but there are no tubular oil lines in the engine. Pontiac has provided a high factor of lubrication safety by dispensing with oil tubes and drilling the oil passages right through the metal of the motor block itself. A heavy duty pump forces oil under pressure through passages drilled in the big 71-pound crankshaft and through the connecting rods, which carry oil up to the piston pins, a lubrication point often neglected in low-priced cars.

FREDERICTON, NEW BRUNSWICK'S CATHEDRAL CITY

The architecture of nature is so flagrantly evident on a motor tour of New Brunswick that at times it is almost a erlief to turn aside and visit the haunts of man to more closely inspect some of his works. Wonderful and monumental as are the buildings man has erected with the elements which nature has provided there are few which so quickly catch the eye and register themselves as fitting complements to a landscape as the heaven-pointing spire of a church. There are many fine examples of architecture in the province but the citizens of Fredericton regard with pride their Christ Church Cathedral, a splendid speciman of Gothic architecture always admired by visitors to the city It is beautifully situated by the river Saint John, not far from the Legislative Building In far off England in Norfolk stands St Mary's church at Snettisham of which Christ Church is almost an exact copy.

In the early forties of last century there came out from England, the late Right Reverend John Medley, Metropolitan of Canada, to whose zeal and energy this splendid edifice stands as a monument. The corner stone was laid in 1845 by Sir John Colebrooke, then Lieutenant Governor of New Brunswick, and eight years later the building was consecrated. When the Cathedral was in the course of construction gifts were received from all parts of the world, and as part of the cost of the beautiful east window the sum of 100 guineas was contributed by Trinity Church, New York.

Many famous persons have worshipped in the church as autographs in a book kept in the residence of the bishop show. Albert Edward, Prince of Wales, 1860; Alfred, Duke of Edinburgh, 1861; Duke of Connaught, 1869; Prince Louise, 1879, and many others of prominence have signed this book.

INSURING A DIMPLE

There seem to be a few things which cannot be insured. Dancers insure their legs, pianists their fingers, singers their vocal chords, girls their dimples ! Recently a "boy" got seventy pounds from an insurance company because a fall had permanently marred a dimple in her knee !

An actress insured her hat, which was studded with jewels, from being blown overboard on an Atlantic cross ing.

A fat woman in a circus, finding she was losing her precious weight, insured against that catastrophe, whilst it is common for dancers and screen stars to insure against growing stout.

A Hollywood film concern, taking pictures among the mountains, insured against an yother kind of weather than snow on a certain day. But perhaps the record for freak insurance was broken when a man who owned a shop in the shadow of the Monument, near London Bridge, insured against the risk of its falling on his place of business.