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**RURAL MAIL COURIERS
TO TAKE HOLIDAYS**
According to instructions issued
the first of this month by the Post-
master General, rural mail couriers
will in the future have the privilege
of observing certain holidays throu-
ghout the year, the holidays specified
being New Year's Day, Good Friday,
Victoria Day, Dominion Day, Labor
Day and Thanksgiving Day. It
will be noticed that Christmas Day
is not included in the list, probably
from the fact that the post offices
throughout the country are swamped
with mail on this date, and the
granting of holidays to couriers
would work more of a hardship to
the department than the benefits

MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problem can ever be solved.

Temporarily our Canadian National Railway system is in a hole. To deny the fact would be rank untruthfulness, to belittle its importance would be sheer folly.

But this huge public ownership enterprise CAN and MUST be pulled out of the hole, and it's up to the men and women voters of Canada to do it!

A Loaf Big Enough for Two

If our foresight had been as good as our hindsight, we would never have built the excessive railway plant we have today. But what is done cannot be undone. There is no use crying over spilt milk. The problem now is to chart for ourselves the course that will most quickly and most surely place the Canadian National Railways on a paying basis.

Thus far the main effort of its management has been to get more business—freight and passenger—for the C.N.R. by taking it away from the C.P.R. By that method, the cost of securing business is greatly increased for both systems, with no real advantage to either. They are merely fighting over the division of a loaf, which isn't large enough to provide sustenance for both.

The only way our railway problem will ever be solved is for the voters of Canada to see to it that our railways are given a bigger loaf to divide—a loaf of freight and passenger traffic that will be large enough for both systems to thrive on.

We Have the Acorn, We Must Grow the Oak

How to increase freight traffic—that is the kernel of our problem! The average Canadian freight train earns \$5.00 per mile travelled; the average passenger train earns only \$2.00. So it's upon the freight end of the business that we must concentrate.

Of course, some kinds of freight are more profitable than others. There is very little margin of profit in carrying grain, first because the rates applicable to it are lower

per ton per mile than the rates on any other commodity, and second because the grain movement is a peakload traffic, calling for an enormous investment in cars that are idle the greater part of the year.

But there is a substantial margin of profit in hauling general merchandise. What can we do to ensure our railways getting more of it?

Higher Tariff the Cure

Increase our population—start a big immigration movement—and the rest will follow as a matter of course! Easier said than done? Not at all! All we have to do to start the tide of immigration flowing through our ports is to hold out to the prospective immigrant the assurance of a steady job at good wages, or the chance to engage profitably in farming or some other form of production or service.

A higher tariff, that will be a real Protective Tariff, will give him a guarantee covering every point. And nothing else under Providence will!

A Lower Tariff is Poison

A Tariff policy that allows the Canadian market to be supplied more and more by outside workers, automatically operates to reduce the freight traffic available for our railways. When for instance, due to insufficient tariff protection, the Libbey-Owens glass factory in Hamilton was forced to surrender the Canadian field to its sister plant in Belgium, Canadian railways lost the hauling of 2,000 carloads of raw material per year!

If Canadian cotton and woollen mills only had the making of the textiles that

we import every year, our railways would have the hauling of another 50,000 carloads per year of raw material freight.

Picture to yourself the scores of other things that under a low tariff policy we import, when under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the sane—the sure—solution of our railway problem is all ready-made for us, and awaits only our order via the polls to put it into operation. The necessary traffic is there. All we have to do is reach out and get it!

Increasing Imports Mean Bigger Railway Deficits

Every time that low duties take away a portion of the domestic market from a Canadian industry and give it to a foreign industry, our railways suffer in four ways.

1. They lose the hauling of the raw material that such industry would have used.
2. On the finished product, instead of the full local rate, they get only their proportion of the through import rate—a much lower net.
3. When it results in the Western Canadian market being supplied from a U.S. factory, they lose the long East and West haul, and get only the short haul from the international boundary.
4. They lose the hauling of all the merchandise that would have been consumed by the workers who, due to the resultant unemployment, emigrate to the United States.

Lower duties throw people out of work. They just as surely throw railways out of work. We can never save our railways by giving them less work. We must use our brains and our courage to secure them more work—better paid work! Higher tariffs will do it.

VOTE CONSERVATIVE

FOR HIGHER TARIFF AND FOR LOWER TAXATION

Liberal-Conservative Victory Committee, 250 Bay St., Toronto

derived by the couriers themselves. The new regulations include rural mail contractors who serve intermediate post offices en route, but rural mail contractors whose contracts include, in addition to rural delivery, the side service between post offices and railway stations, must provide for these services. It does not, however, apply to contractors for routes on which there is no rural delivery service, which are known as stage routes, nor does it provide for contractors between post offices and railway stations. Such services must be performed as usual on the days mentioned. The above ruling of the post office department at Ottawa will, we think, meet with the approval of the majority of rural patrons throughout the country, as the granting of certain statutory holidays to rural couriers would work no real hardship on patrons and would be a real boon to the men who throughout the year, rain or shine, were compelled to make their usual rounds.

Fairy stories no longer interest children or wives.

ONTARIO'S APPLES FINEST

There are no finer apples grown anywhere in the world than Ontario's Northern Spy and McIntosh Red, yet in vain will one search for the sight of them in any fruiterer's window. They are conspicuous by their absence and reigning in their stead will be found the red-checked, inferior flavored product of California or Oregon; the superior home grown fruit is beaten out of its own market. Why? Because the Ontario grower does not understand packing, grading and marketing. Apples of uniform size, shape and color, packed neatly in boxes are much more attempt at sorting. If the Ontario fruit grower is really anxious to secure for himself the home and also the Western and English markets he will have to adopt the methods of his successful competitors and with his superior article should be able to get the business.

WOULD SETTLE HIS NERVES

It was his first sermon and the young curate was anxious to present a favorable appearance. Smoothing

his hair, he said to the old verger "Could you get me a glass?" A small one will do." The verger hurried away and soon returned, holding something concealed under his coat. "I know what nervousness is sir," he said, "Here's a whole bottle!"

Dominion Elections, October 29th.

In polling subdivision number 4, Kinloss, 2nd Concession, out of 222 names on the voters' lists, no fewer than 103 are Maes. It must seem like a gathering of the Clans when the sons and daughters of those whose forbears came from the land of the heather gather for Sabbath service in the South Kinloss Presbyterian Church.—Chesley Enterprise.

Three Paisley young people, a man injured in a motor accident which occurred in a motor accident which occurred opposite the farm of David Cargill on Con. 12, Brant, about 10 o'clock last Wednesday night, when their car collided with a car driven by H. Flowers of Kitchener, who was motoring to Port Elgin. The occupants of the Paisley car were all badly injured. Both cars were badly wrecked.—Hanover Post.

Feed Stock Tonic

Get your stock in good shape by getting a pail of Dr. Hess' Stock Tonic or a Pail of Pratt's Animal Regulator. By feeding a little of it once or twice each day, your stock will improve and will go through the winter without sickness of any kind. Sold on a guarantee: Money back if not satisfied. Get your Hens to lay before winter sets in, as the prices will be going up. Feed Dr. Hess' and Pratt's Poultry Food.

We Have some Old Flour made from Old Wheat at the New Prices. Come in and get a few bags to last two or three months. Our Pastry Flour can't be beat.

A good stock of Cereals and Breakfast Foods Just arrived.

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