

Dr. T. A. Carpenter
Physician and Surgeon
MILDMAY
Graduate of University of Toronto
1915. One year as Intern at
the Toronto General Hos-
pital and six mo. at
Hospitals in New
York City.

Phone 18.

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Southbound 7.16 a.m.
Northbound 11.20 a.m.
Southbound 3.19 p.m.
Northbound 8.51 p.m.

REPORT OF S. S. NO. 19, CARRICK
To Sr. IV—Hilda Schnurr, Marg-
aret Haelzle.
To Jr. IV—Madeline Reinhart
Magnus Schefter, Johanna Becker,
Rosina Becker, Josephine Schneider.
To Sr. III—Simon Huber, Mary
Kuenzig Evelynne Schumacher, Ger-
trude Becker.
To Jr. III—Edwin Schefter, Marie
Huber.
To Sr. II—Leonard Martin, Joseph
Schumacher, Norman Haelzle, Clar-
ence Schnurr, John Schneider.
To Jr. II—Marie Becker, Jerome
Strauss, Rosie Schneider, Martena
Seifried.
To Sr. Primer—Marjorie Martin,
Helen Schumacher, Willie Schneider.
A. J. Weiler, teacher

Wit and Humor

An Indiana small town business
man displays this sign: "W. H. Mc-
Neely. Dealer in Coal, Cream, Eggs
and All Kinds of Junk."

Absent-Minded Professor (going
round in one of those revolving doors
—"Bless me! I can't remember
whether I was going in or coming
out!"

She—"You don't love me any
more!"
He—"Why do you say that?"
She—"The last three times you've
left before father made you."

First Freshman (putting up pic-
tures)—"I can't find a single pin.
Where do they all go to, anyway?"
Second Freshman—"It's hard to
tell, because they're pointed in one
direction and headed in another."

"Do you know, Lillian," said her
girl friend, "I think there is danger
of the radio teaching children bad
manners."

"How is that?" asked Lillian.
"Well, so often they hear two per-
sons talking on the radio at the
same time without apologizing to
each other."
"Yes that is so," said Lillian.

A certain Kansas farmer was ob-
served by his wife to be unusually
pensive. "A penny for your thoughts
she remarked. "I was thinking, my
dear," he said, "what epitaph I
should put on your tombstone." As
his spouse was in perfect health,
naturally, she resented this undue
thoughtfulness. "Oh, that's very
simple," she responded briskly.
"Just put 'Wife of the Above'."

Their boat was drifting idly, the
sun shone above, and the sea was
serene; while she was sitting snugly.
Then he proposed.

From the opposite end of the craft
she gazed at him calmly. Then she
said:

"As a matter of common sense,
realizing that we are in this boat,
on water more than fifty feet deep,
and if you were going to act as you
should act if I accepted you, we
would be capsized, I will decline
your proposal at this moment—but,
George, row as fast as you can to
the shore and ask me again."
That girl will make a good wife.

CARLSRUHE

(Too late for last week)
Revs. Father Hoffarth and Rev.
Father Lenhardt and Messrs. Charles
Schwan and Peter Kroetsch motored
to Old Fort St. Marie, near Midland,
to witness the unveiling of the monu-
ment of the Jesuit Fathers, who
were tortured and slain by the
Iroquois in 1649, last Saturday.
Rev. Father Hoffarth gave a very
interesting sermon of how each of
these 8 martyrs were tortured, and
also gave some very interesting facts
of how these pious men tried to con-
vert the colored race in the early
history.

Miss Marie Weiler, our Separate
School teacher, has resigned her
position as teacher here. A fare-
well was given by the parishioners
when a large crowd assembled—
both young and old—to show their
appreciation of her work here. A
very appropriate address was read
and Miss Weiler was presented with
an ivory parlor clock. She has been
teacher here for three years and
was very highly respected. She was
a very capable teacher.

A number of friends gathered at
the home of Mr. Peter Zettler on
Monday (St. Peter & Paul). This
is Mr. Zettler's nameday* and birth-
day, it being his 87th birthday.
Mr. and Mrs. Henry Bruder of
Hanover and Rev. Father Zettler and
his sister, Miss Louisa Zettler, of
Chepstow, were present at this occa-
sion and spend a very pleasant ev-
ening. Mr. Zettler enjoys the best
of health in spite of his advanced
age. We all wish him many more
happy birthdays.

Mr. Joseph Hinsperger and daugh-
ter, Miss Marie, of Kitchener, spent
the week-end with Mr. and Mrs.
Paul Hinsperger.
Mr. and Mrs. George Zettler spent
Sunday with Mr. and Mrs. Forsyth
of Cargill.

Mr. Leonard Bruder, is visiting
friends in Detroit for a few weeks.
Miss Florence Pochman and
Agnes Wandt of Teeswater are
spending a week with their parents
here.

**PEDESTRIAN AND MOTORIST
HAVE EQUAL RIGHTS ON
HIGHWAYS**

Standard of Care Required by Law
That of "Reasonable" Driver says
President of Motor League

Mr. T. N. Phelan, K. C., President
of the Ontario Motor League in the
course of an interesting interview
gives points that to the lay motorist
are obtuse, equivocal, ambiguous or
unknown. He stated that the stan-
dard of care required by the law, of
drivers, is the care a reasonable
driver would exercise. He must do
those things a reasonable driver
would do and must not do those
things a reasonable driver would not
do.

President Phelan pointed out that
neither the law nor the courts de-
mand that a driver exercise extra-
ordinary caution or be possessed of
presence or proceed with preter-
natural care. He stated that theo-
retically the motor vehicle driver and
the pedestrian have exactly the same
rights on the streets and high-
ways. Illustrative of the standard
of care and relative rights of pedes-
trians and motor vehicle drivers, he
cited recent cases. In an appeal it
was shown that a pedestrian had
stepped at night from the side of
the Toronto-Hamilton Highway onto
the pavement while walking alone
beside it. He was struck and killed
by a motor vehicle. The Appellate
Court held that the deceased had
been guilty of negligence, in not
first ascertaining that it was safe to
step on the pavement, and that it
was not reasonable to expect a
driver to anticipate such an action
as he had taken.

Reasonable Care Expected—In an-
other case, a physician had parked
his car heading down a grade. In
addition to applying his set brake
(hand or emergency brake) he had
turned the front wheels in against
the curb. A mischievous boy, in
the doctor's absence, turned the
wheels to the straight-ahead position
and released the brake. The car
rolled down the hill gaining such
momentum that when it came in
contact with a house at the bottom
of the grade, both house and car
had their fronts smashed. The
owner of the house took action to re-
cover damages from the owner of
the car, but was unsuccessful. The
court held that the car owner had
taken every reasonable precaution
and that the accident had occurred
and the damages had been sustain-
ed through no fault of his.

In case of fog or glare affecting
visibility—the vision of drivers—the
courts have held that it is reason-
able and right to expect a driver to
stop until he or she can see that the
road ahead is clear for procedure.

Before guilt is established in case
of an accident it must be shown that
negligence was the direct cause of
the accident. Previous negligence
or previous reckless driving, speed-
ing, etc., is irrelevant and has no
bearing on the case. For instance,
if a motorist at the time of or im-
mediately prior to an accident is
driving legally the fact that he was
driving recklessly or was speeding
or otherwise breaking the law five
minutes prior to the accident has
no value as evidence in the case.

Even driving contrary to law at the
time of an accident has no bearing
on the driver's liability for the acci-
dent unless it be shown that such be-
havior was a direct or contributing
cause of the accident. By way of
illustrating this President Phelan
cited a recent truck collision case
that occurred in the Niagara Penin-
sula. An unlicensed driver was in
charge of one truck; the other truck
was running rum. Both therefore,
were being operated contrary to
law. In the trial that followed the
court held that their illegal opera-
tion had nothing to do with the
accident—was not a cause—and so
was irrelevant and not evidence.

Implied Consent—President Phelan
declared that there was one very
important exception to this rule. It
is that involving the province, coun-
ty, township or municipality in which
the ownership or trusteeship of
roads is vested. Thus, some time
ago, a truck two inches wider than
the then maximum statutory width,
crashed through a rotten bridge, do-
ing much damage to the truck. Ac-
tion to recover damages from the
municipality involved was quashed
although it was shown that the 2
inches over width had nothing to do
with the accident. The explanation
of this seeming inconsistency is that
the truck in not being constructed
in compliance with the conditions un-
der which the permit was granted
for its operation in the province was
guilty of trespass and its owner not
only failed to collect damages but

was required to defray the expense
of repairing the damage his truck
had done to the bridge. In this con-
nection President Phelan pointed out
that in case of damage done to mot-
or vehicles by faulty highway or
bridge, notice must be served on
municipalities within a week, and
in other cases within ten days.

Regarding liability, President
Phelan stated that not only is the
owner at all times held responsible
when a car or truck is being operat-
ed with his knowledge and consent
but is always responsible when his
vehicle is being operated by his
chauffeur even at times when the
chauffeur operated it contrary to
his instructions. Implied consent
has been the phrase around which
many a legal battle has been waged.
President Phelan mentioned two in-
stances of interest that elucidate
court interpretation of this "implied
consent."

Some time ago a car was left by
its owner in a garage for a minor
repair. The foreman of the garage
took the car out at noon, drove it to
his home, picked up his wife and
family and drove around town. In
the course of the drive he collided
with and injured a pedestrian.

Right-of-way Relative—The court
held the owner liable for damages
on the grounds that there was im-
plied consent that the car be taken
for test purposes. Again a motor-
ist turned his car into a garage for
winter storage, giving instructions
as to battery storage and other
matters. The foreman of the garage
took the car out and injured a
man. The car had been used by the
foreman despite storage orders, and
so the owner was not held liable.

The right-of-way law is relative,
not absolute, and does not relieve
anyone of the statutory obligation
to proceed with reasonable care at
all times. Its intent was to prevent
not excuse accidents—a fact that
all too many drivers seem to lose
sight of. He pointed out, too, that
the legislature has given emphasis
to the law requiring drivers on over-
taking other vehicles moving in the
same direction to make sure that
the counter-moving right-of-way is
clear before turning out to pass the
overtaken vehicles.

The rights of a guest in a car, he
declared, are exactly the same, in
so far as the driver and owner is
concerned, as are those of a pedes-
trian on the road in front of a car.

Criminal liability, President Phelan
explained, comprehends all cases
involving criminal negligence or
man-slaughter; i.e., cases in which
someone is injured or killed. No
distinction is made, as many be-
lieve, between criminal and civil
liability on the grounds of attitude
of mind. This has been ruled by
the Supreme Court.

Finally he stated that he would
not drive a car or truck without
public liability and property damage
insurance, so great was the hazard.
Damages are being assessed com-
mensurate with the loss in personal
liability cases and a man with a
large income is as easily injured or
killed as one with a small one.

THE WISDOM OF SOLOMON

The Brandon Sun quotes a fire
chief who has a happy way of telling
a few things to people in general as
to the avoidance of fires, and he
does not do it in the stereotyped
fashion at all. In fact, he gives
hunches, and he warns the people as
follows:

A crack in your chimney is a sure
sign that you are going to move.

To see a paperhanger paper over a
flue hole indicates an impending loss.

It is worse luck to look in a dark
closet with a lighted match than to
see the new moon over your left
shoulder.

When the wind moans it is extreme-
ly bad luck to burs trash near your
house.

If you smell gas or gasoline and
look for it with a lighted match, it is
probable that you are about to start
on a long journey.

If you have a pile of rubbish in
your home it indicates that a crowd
of people are coming to your house.

A child who plays with matches
will gain experience—if he lives.

A quart of gasoline will cause a
car to move three miles. A similar
amount poured in the stove to start
it might cause the whole house to
move a similar distance.

MRS. DAVID S. HICKS

There passed away at her home on
Elora Street, Harriston, on Thurs-
day of last week, Mrs. David S.
Hicks, a daughter of the late Chas.
and Mrs. Wilson, who were among
the pioneer settlers of Howick Tp.

My woodwork,
floors and ceilings
look better with
less work

I USE CHARM

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ing second to none in Stenography, Bookkeeping or
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The deceased was a woman of ex-
emplary character and by her kindly
Christian spirit attracted all with
whom she came in contact. She was
a devout member of the Anglican
church, and took an active part in
all its religious and social activities.
Her sudden death has cast a gloom
over the entire community, as she
was beloved by all classes.

Mrs. Hicks was in her accustomed
health until Tuesday afternoon,
when she was suddenly stricken.
After a consultation of her physician
it was decided that a serious opera-
tion was necessary to save her life.
A surgical specialist was called, and
the operation was performed at
once, but in spite of all that medical
science could do, she never rallied
from the operation, and passed away
early on Thursday morning, June 25.

Besides her sorrowing husband she
is survived by one brother, Dr. J. A.
Wilson, of Guelph.

The funeral took place from her
late residence Sunday afternoon to
the Gorrie cemetery. The service
was conducted by the Rev. R. L.
Weaver, assisted at the grave by
Rev. Mr. Jones of Gorrie.

The floral tributes were many and
beautiful, showing the esteem in
which deceased was held.—Harriston
Review.

THE ALBERTA COAL SHIPMENT

Only a couple of weeks ago it was
announced that the Canadian Nation-
al Railways had decided not to try
the experiment of bringing a large
shipment of coal from Alberta to
Ontario by way of ascertaining just
what the cost would be.

But on further looking into the
proposition, Sir Henry Thornton an-
nounced that the proposed shipment
of 25000 tons would be made, and
that right away so as not to inter-
fere with the movement of this
season's grain from the Prairie Pro-
vinces.

Those who handle the coal in Ont-
ario will pay a freight rate of seven
dollars per ton from the Alberta
mines, and should this not prove suf-
ficient to pay the railway a reason-
able profit, the Dominion Govern-
ment is to pay the difference.

One wonders how the railroad
management ever thought of turn-
ing down the proposition. It has
been suggested that the big coal
dealers of Toronto and Montreal,
who handle United States hard and
soft coal, had a good deal to do with
it, and as they have their U. S. coal
trade established, they do not want
to see Alberta coal coming in as a
competitor. However there is no
saying as to that.

The making of this trial shipment
will help to dispose of that suspicion
It will not help greatly to relieve the
demand for coal as even 25000 tons
is but a small item in Ontario's coal
bill.

**LIGHTNING AND THE
AUTOMOBILE**

It is said that in an automobile is
about the safest place for a person
during a storm. The reason of this
is that the rubber tires being non-con-
ductors of electricity completely in-
sulate the car making it an impos-
sible medium for the passage of el-
ectricity from the clouds to the
earth. Here is the story of what
happened, when an electrical dis-
charge chanced to come close to an
automobile.

Mr. A. E. Smith, principal of the
Warton public school, had a thrill-
ing experience on Tuesday of last
week when, as he was motoring
from Warton to Owen Sound, a bolt
of lightning just grazed the car,
causing the fenders on one side of
the car to turn blue. The road was
fere with the movement of this
Pro-feeet by the lightning.