

having incurred by pro-
cess of buying seed, it
is possible to produce larger
profitable crops by grow-
ing them for home use.

her on the Irish
just getting over the
the anaesthetic after a
ration.
"That's over!"
"Too sure," said the man
bed. "They left a sponge
had to cut me open
at the patient on the
said. "Why, they had to
to, to find one of their

the surgeon who had
the Irishman came into
and said, "Has anybody
yet?"

atch Your Step
"Yes, ma'am, I've just
re. I'm a Bachelor
That's nice. But let
it takes many arts for
to remain a bachelor."

's Here!

ELL GAS
d OILS

Power—Purity

Will Convince You

cit Your Patronage

SERVICE STATION

D. EVANS, Prop.

ry Day - Every Night



NEW STATION FOR WSB

By R. M. SHERRILL
(Radio Engineer)

Station WSB, Atlanta, (Ga.), is building a new super-
power station on the top of the Atlanta Biltmore Hotel.
The transmitter is a Western Electric installation of a
new type. It represents the very latest in broadcast de-
velopment, and is expected to set a new standard for mo-
dulation and efficiency. Capacity coupling of the set to the
antenna system insures a "sharp" wave, and eliminates
harmonics.

The station studio, which is to
be as fine as the transmitter itself,
is located on the top floor of the
hotel.

WSB, which is something over
three years old, was one of the
pioneer broadcasting stations. Mr.
Lambdin Kay, who has always been
the announcer at WSB, and who has
won a national reputation as such,
is to be the director and announcer
at the new station.

A Request From Scotland

Like the Americans, the Scotch
radio amateurs like to receive cards
acknowledging the reception of their
signals. The thrifty Scotch
amateurs are worried, however,
about the expense of these "Q-S-L
Cards" as they are called. One of



these operators makes a pathetic
appeal to the American "hams" to
remember that the postage on cards
to his country costs one cent more.
The above plea was made after
the Scot had been forced to pay an
additional postage fee on each of a
dozen cards.

Navy Tries the Shorter Waves

The short wave transmitter at
NKF, Bellevue (D. C.), has met with
such success that numerous short
wave naval stations are now in
operation between the wavelengths of
20 and 80 meters. About half of
these stations are on shore and half
a-board.

The radio operators on various
battleships have built themselves
"unofficial" short wave receivers
for the purpose of hearing NKF.

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RADIO QUESTIONS AND ANSWERS

Mr. Sherrill will be glad to help you solve your radio
problems. Write him, care of The Durham Chronicle.

A. H. R. says: "I have made an
electrolytic rectifier according to
your instructions, and when using
the 125 watts, it will never charge
at more than 1/2 ampere. After about
2 hours use, it heats up to about
100 degrees and then delivers less
than 1/2 ampere. I would like to
ask what governs the amount of
rectification in this type of charger?
Is it the draw as measured by the
size of the lamps, or has the
strength of the solution and size of
the plates anything to do with it?"

Ans.—The charging current from
the electrolytic rectifier will be,
roughly, the voltage divided by the
total resistance in the circuit. The
voltage used here is the applied
voltage less the voltage of the bat-
tery being charged. The principal
resistances in the circuit are in the

These receivers use but a single
tube, and it is reported that NKF
comes in stronger than the power-
ful 17,000 meter naval station at
Annapolis.

NKF used a power of about 5KW,
and has carried on two-way com-
munication with Sydney, Australia.

Trans-Atlantic Low Power Record

An unusually low power was used
by an English station (5SI) when
he communicated with U. S. IPL.

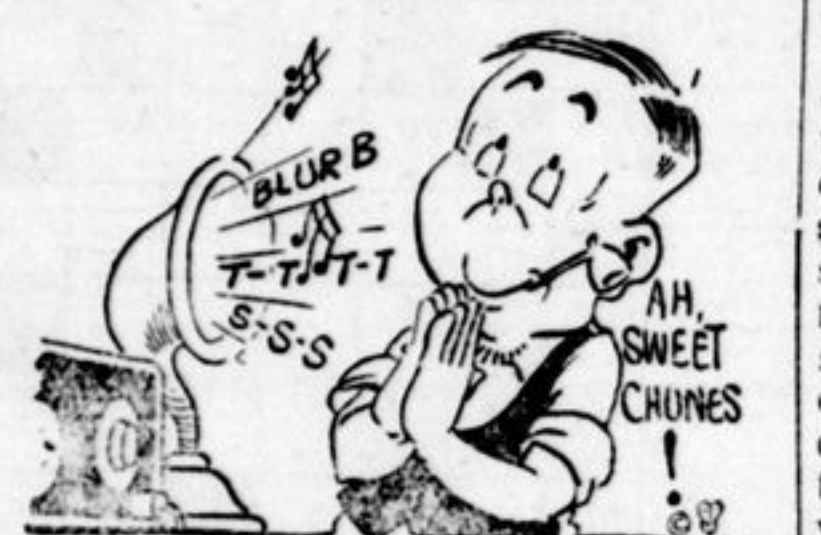
The transmission started with
higher power at 5SI, but at the
request of IPL, it was gradually
cut down to an input power of
only 2.2 watts. This is less than
1/25th of the power used in the
average incandescent light bulb in
the home.

Another striking thing about this
feat was that 5SI was transmitting
on a make-shift aerial consisting of
a single wire, varying from 7 to
28 feet above the ground. The trans-
mission took place on a wavelength
of 96 meters.

Man-Made Static

An English listener announced re-
cently that he had discovered a new
kind of static which seemed to have
a certain time and rhythm to it. Some
skeptics have pointed out, however,
that a neighboring station was
transmitting a Gaelic concert at the
time.

It is supposed, from the forego-
ing report, that a Gaelic concert



must sound something like the fami-
liar noise made by three or more
American stations holding a "free-
for-all" on the same wavelength.

PEDESTRIAN AND MOTORIST
HAVE EQUAL RIGHTS
ON HIGHWAY

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 some valuable information to
motor vehicle owners on legal points
that to the lay motorist are obtuse,
equivocal, ambiguous or unknown.
He stated that the standard 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 reason-
able driver would not do.

President Phelan pointed out that
neither the law nor the courts de-
mand that the driver exercise ex-
traordinary caution or be possessed
of prescience or proceed with pre-
matural care. He stated that theo-
retically the motor vehicle driver
and the pedestrian have ax-
actly the same rights on the streets
and highways. Illustrative of the
standard of care and relative rights
of pedestrians and motor vehicle
drivers, he cited recent cases. In
an appeal, it was shown that a pe-
destrian had stepped at night from
the side of the Toronto-Hamilton
Highway on to the pavement while
walking alone beside it. He was
struck and killed by a motor ve-
hicle. The Appellate Court held
that the deceased had been guilty
of negligence in not first ascertain-
ing that it was safe to step on to
the pavement, and that it was not
reasonable to expect a driver to an-
ticipate such an action as he had
taken.

Reasonable Care Expected

In another 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 po-
sition and released the brake. The
car rolled down the hill gaining
such momentum that when it came
in contact with a house at the bot-
tom of the grade, both house and
car had their fronts smashed. The
owner of the house took action to
recover 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 sustained
through no fault of his.

In case of fog or glare affecting
visibility—the vision of drivers—
the courts have held that it is
reasonable 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 negli-
gence or previous reckless driving
speeding, etc. is irrelevant and has
no bearing on the case. For in-
stance, if a motorist at the time of
or immediately prior to an acci-
dent is driving legally, the fact
that he was driving recklessly or
was speeding or otherwise break-
ing the law five minutes prior to
the accident has no value as evi-
dence in the case. Even driving
contrary to law at the time of an
accident has no bearing on the driv-
er's liability for the accident unless
it can be shown that such behav-
ior 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 Pen-
insula. An unlicensed driver was
in charge of one truck; the other
truck was running rum. Both,
therefore, were being operated con-
trary to law. In the trial that fol-
lowed, the court held that their il-
legal operation had nothing to do
with the accident—was not a cause
—and so was irrelevant and not evi-
dence.

Implied Consent

President Phelan declared that
there was one very important ex-
ception to this rule. It is that in-
volving the province, county, town-
ship or municipality in which the
ownership or trusteeship of roads
is vested. Thus, some time ago,
a truck two inches wider than the
maximum statutory width, crashed
through a rotten bridge, doing much
damage to the truck. Action to re-
cover damages from the municipali-
ty involved was quashed, although
it was shown that the two 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
under 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 dam-
age his truck had done to the
bridge. In this connection, Presi-
dent Phelan pointed out that in case
of damage done to motor vehicles
by faulty highway or bridge, noti-
fication must be served on municipali-
ties within a week and in other
cases, 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 operated
with his knowledge and consent,
but is also always responsible when
his vehicle is being operated by his
chauffeur even at times when the
chauffeur operates it contrary to his
instructions. Implied consent has

because they have to do with war,
and war is rough and nasty. Drown-
ing is also nasty, and a man learns
to swim so that he shall not drown
and may even be able to save the
lives of others less provident.—Tor-
onto Saturday Night.

been the phrase around which many
a legal battle has been waged. Presi-
dent 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.

The courts held the owner liable
for damage on the grounds that
there was implied consent that the
car be taken for test purposes. Again
a motorist turned his car into a
garage for winter storage, giving in-
structions 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.

Right-of-Way Relative

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, President
Phelan said, was to prevent, not
excuse accidents—a fact that all too
many drivers seem to lose sight of.
He pointed out, too, that the legis-
lature has given emphasis to the
law requiring drivers on overtaking
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 pe-
destrian on the road in front of a
car.

Criminal liability, President Phelan
explained, comprehends all cases
involving criminal negligence or
manslaughter; 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.

President Phelan pointed out then
the very important bearing this rul-
ing had and has on insurance poli-
cies. Technically it made and
makes them null and void in cases
of criminal liability. However, he
declared it was only fair to state
that, except in very flagrant cases
of criminal liability, cases in which
it was manifestly to the interest of
motorists that they do so, the in-
surance companies have not taken
advantage of this ruling.

Finally he stated that he would
not drive a car or truck a block
without public liability and property
damage insurance, so great was
the hazard. Damages are being as-
sessed commensurate 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.

LIGHTNING AND
THE AUTOMOBILE

It is said that in an automobile
is about the safest place for a per-
son during a storm. The reason
of this is that the rubber tires being
non-conductors of electricity com-
pletely insulate the car, making it
an impossible medium for the pas-
sage of electricity from the clouds
to the earth. Here is the story of
what happened when an electrical
discharge changed 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 to
turn blue. The road was torn up
for a distance of some 15 feet by
the lightning.

THE LONELIEST CONTINENT

To have made Australia more iso-
lated than she is, the world would
have had to be made bigger. She is
the farthest removed from earthly
happenings of any inhabited con-
tinent.
Her only civilized neighbor of any
size is Java, and a thousand miles
of water separate the two. Japan
is a little matter of three thousand

miles away; while it takes a voyage
due east of seven thousand miles
to reach South America, and about
the same distance west to Africa.
If an Australian wished to visit
London, he would have to sail
twelve thousand, seven hundred
miles if he goes by way of the Pan-

ama Canal. A trip to San Francisco
would mean going a quarter of the
way around the earth.
Use Crown Gas. Lots of pep;
second only to SHELL. On sale only
at the Shell Service Station,
Durham.

Away from the heated Town
Ontario's Highways are a welcoming
challenge to you
Somewhere a vagrant breeze rustles through orchards
and grain fields—somewhere nestling lakes are rippling
in laughter—somewhere there is happy health and free-
dom—and you can find them all in a motor trip in
Ontario.
There is a good road to follow. You don't need to stay
on the provincial highways. The county roads in most
parts of the Province are in fine condition and lead to
beauty spots you do not know.
Take a few days off in your car. Take the family with
you. In every direction you will see wonderful scenery
—rivers and lakes—hills and valleys—beautiful farm
country and beautiful towns.
Ontario's highways are a welcoming challenge to you
and other motorists. Use them, but use them sanely.
See the country as you go. Drive moderately. You
cannot make any speed records, although you may break
speed limits. Your fast driving tears up the road sur-
face which you and other users of the roads must replace.
There is no magic about road repair work. It costs hun-
dreds of thousands of dollars a year, and the money
comes out of your pocket and those of your neighbours.
In your own interest you should be careful about need-
lessly doing damage.
The Government is certain of the co-operation of most
users of the roads by driving at moderate speeds as pro-
vided by the law. Those who omit to comply with the
law and this request, should understand that the enforce-
ment of the law will not be relaxed in any respect.
An advertisement issued by the Ontario Department of High-
ways to secure the co-operation of motorists and truck drivers,
Automobile Clubs, Good Roads Associations and all other public
spirited bodies, in abating the abuse of the roads of the Province.
The HON. GEO. S. HENRY, Minister, S. L. SQUIRE, Deputy Minister

Imperial
Premier
GASOLINE
Goes further
than any other
Motor Fuel
Starts Quickly - Picks up smoothly - Delivers Full Power
ONE GRADE ONLY --- NONE BETTER AT ANY PRICE

Public,
gen-
plates
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