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HAY CROP ALONE WORTH \$12,000 FOR THIS SEASON

Remarkable Crops on Well-Known Farm Near Earleton.
Can money be made in farming operations in the North Land? A great many in the older part of Ontario and even some up in the New North have their doubts. But money talks. Here is one of the answers given to the question by money itself. And \$12,000 is an impressive enough amount to be listened to with respect. At the Stewart farm near Earleton this year about 350 tons of hay were harvested, and at the prices that have previously prevailed in the North Land for good hay this tonnage will mean a production of over \$12,000.00 for the hay crop alone.

BRAKEMAN KILLED IN WRECK ON T. & N. O.

Engineer Badly Scalded When Two Extra Freight Trains Collided At Redwater.

The T. & N. O. habit of having wrecks on the line without any loss of life or serious injury to persons was sadly upset on Wednesday night. Two freight trains were mixed in a rear-end collision, and George Guertin of North Bay, brakeman on one of the trains was killed as a result of the accident, while F. Thomas, engineer, of North Bay, was badly scalded. The wreck took place shortly before eleven o'clock on Wednesday night. Extra freight train No. 139, southbound, was stopped at Redwater tank for water. Extra freight No. 140, following, pitched into the rear end of 139. The engine of 140 was thrown from the track by the impact of the collision and the big locomotive turned over. George Guertin, who was the front-end brakeman on 140, was pinned under the engine as it turned over. He was killed almost instantly. The engineer, F. Thomas, was badly scalded by escaping steam and also received other minor injuries, but it is understood that his condition is not at all serious and that he will have no serious consequences from the unfortunate accident.

CARD OF THANKS.

Mr. N. Lacasse and family wish to thank their many friends and acquaintances for their sympathy and help after the recent fire that destroyed their home, and particularly do they wish to express their appreciation to the ladies whose generous work resulted in such a helpful and timely sum of money being donated. —38p.

BOIL THE WATER

As a usual precaution at this season of the year, householders are advised to boil all water before using. **TIMMINS BOARD OF HEALTH** —38—
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The Stuart Farm at Earleton was established by Mr. Stuart, insurance agent, of New Liskeard. He spent time and money on it to make it a business success. He believed that farming should be run as a business—like any other business—and that a business man at the head and business methods throughout would make a North Land farm succeed. His ideas seemed to have ample confirmation during the years that Mr. Stewart owned this particular farm. His sales of hay, cattle, sheep and various other lines, and the immense scale on which he did business have been the wonder of the North Land. Then, eventually, last spring Mr. Stewart sold the farm to Mr. Burwash and sons, of North Temiskaming, for a price said to be \$40,000. There are about 400 acres under cultivation out of the 480 acres in the farm. Machinery of the most up-to-date kind is on the property, and this item alone counted for several thousands of dollars in the purchase price of the farm. Many suggested that the purchase price was too much for a farm in the North Land, but if \$12,000 crops of hay can be grown in a year, it will not take long to make the big expenditure for first cost look like a profitable investment.

Hay is not by any means the only big crop this year on the Burwash property, (or Stewart farm as it will be best known). Good crops in other lines are also reported with, cattle, pigs, poultry, etc., to help out in the returns.

The cause of the accident is said to have been the failure of the air brakes to work as usual on No. 140. The wreck caused some little delay in traffic on the T. & N. O. line, but the tracks were cleared again in a couple of hours or so. The dead brakeman was a married man living in North Bay, without any family except one adopted child. He was well-known and greatly esteemed by his fellow employees and his death is regarded as one of the most unfortunate occurrences ever on the T. & N. O. line.

Redwater, the scene of the tragic accident, is about 55 miles from North Bay on the North Bay sub-division of the T. & N. O. Redwater is about 16 miles south of Temagami, and is one of the regular stops for water by freight trains.

COCHRANE TOWN MAY BUY LIGHT & POWER CO. THERE.

Cochrane Town Council is submitting two by-laws to the votes of the electors, one for the purchase by debentures at par of the Northern Ontario Light & Power Co. plant and business at Cochrane and the other for the buying of the Cochrane telephone service and plant, also owned by the Northern Ontario Light & Power Co. The people of Cochrane will vote on the by-laws on October 2nd. The power plant and business it to be purchased at \$65,000.00 and the telephone concern at \$32,000.00. When the termination of the franchise of the Northern Ontario Light & Power Co., began to come in sight, Cochrane Council began to work to see how conditions could be improved. On the one hand it was found that the Northern Ontario Light & Power Co. were not at all anxious to renew the franchise unless they could get much improved terms from the town than those governing the present franchise. In the second place, it was found that the Hydro Electric Commission were not ready to help out, as it was not considered good business to attempt to transmit power to Cochrane or develop it at the town for all the business in sight. Accordingly, the Cochrane Council came to the conclusion that the only resource for the Town was to buy the power plant and business. Mayor Rothschild worked on the question for a considerable time, and now has arrived at an agreeable solution that is generally believed to be to the advantage of the Town. The price set for the purchase is said to be a very reasonable one, being several thousand dollars lower than the cost of the plant several years ago when machinery and supplies were considerably cheaper than at the present time. The Northern Ontario Light & Power Co., apparently, look upon the Cochrane business as not important enough to spend too much time or discussion over as a strictly business proposition. On the other hand it is of vital importance to Cochrane, so a mutually satisfactory settlement is possible with fairness to all. According to Mayor Rothschild's report on the Light and Power Situation Cochrane's consumption of electrical energy only totals for all purposes about 160 horse power, apart from another 125 horse power generated at all times for fire pumps.

SCALDED BY STEAM FROM AUTOMOBILE WATER TANK.

One day last week Mr. W. Pierce met with a painful but not serious accident that scarred his face for a day or two. He had been out in the auto, and the engine had unduly heated up, and Bill decided to investigate the water tank to see if it had sufficient water for cooling purposes. When he took the cap off the tank there was a sudden rush of steam, the force of which struck him in the face and left arm. He received some nasty scalds on the face and arm, but luckily escaped any serious injury. He says, however, that hereafter when he wants to look in that water tank he will use a long distance periscope.

CONSOLIDATED SCHOOLS DISCUSSED IN THE NORTH.

Dr. McDougall, of North Bay, was expected in New Liskeard this week to speak on Consolidated Schools. Throughout the whole North Land the need is very evident for some help in the school and education problems. Whether Consolidated Schools would help solve the problems remains open for discussion. Men like Dr. McDougall may do much to give information to the people on the matter and assist in reasonable decisions on the question. In parts of the West and in sections in Old Ontario the Consolidated School has been of much assistance. It might not be suitable for the conditions and requirements of the North Land. But in any case the need for some help in educational matters is very evident and very pressing. Something should be done, and leading educationalists may do much by rousing public opinion.

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