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FIGURES SHOW GROWTH OF THE T. & N. O. RAILWAY

The North Bay Nugget last week says:—Some idea of the growth of the T. & N. O. in its twenty-five years of existence since 1902 may be gathered from the following figures: Mileage under operation, 537; mileage under construction, 75; capital investment, approximately, \$30,000,000; annual gross earnings, approximately, \$5,000,000; total operating revenue, approximately, \$58,000,000; total net operating revenue, \$10,293,663; total tonnage carried, 19,293,663; total number of passengers, 11,807,468.

COBALT BEING SUED FOR DAMAGE BY FLOOD WATER

Sullivan & Shillingon, wholesale grocers at Cobalt, have instructed their solicitor, R. D. Cumming, of Haileybury, to issue a writ at once, claiming unstated damages against the town of Cobalt in connection with a flow of water through the cellar of their premises on Lang street, Cobalt. This announcement was made by one of the partners of the firm last week. The company alleges that goods stored in the basement of the store have been seriously affected by water flowing into the cellar, and it is asserted that the corporation is liable. The matter has been before the town council on a number of occasions, both in this and in other years, and when it was last raised council took the view, following legal advice, that the town could not be held responsible. Mr. Sullivan offered to stand the expense of digging up the street if an enquiry by this manner showed the corporation not to be at fault through defective mains or other causes, but the offer was not taken up.

RAILWAY IN NORTH LAND PROPOSED FIRST IN 1883

Mr. Geo. T. Smith, Now of Haileybury, One of the Boosters for Railway Connection in North.

Those who heard Mr. Geo. T. Smith speak at Timmins during one of the recent election campaigns in this riding will recall his references to early days in the North Land. Mr. Smith, who is now a resident of Haileybury, has for a long time been a worker and a booster for the North. Mr. Smith for many years occupied important public positions in the North, one of these being that of mining recorder in the day when there was a real "rush" on in this North Land. Mr. Smith was also for several years a member of the Ontario License Board. Through all the many years of his life—and he is now well past seventy years—he has kept the keenest interest in the North Land and its progress.

In one of his addresses here last year Mr. Smith made passing reference on one occasion to the agitation for the building of the T. & N. O. He did not fully indicate his own part, but now it may be well to do so. The matter is especially timely in view of the fact that this week the T. & N. O. Railway celebrated its twenty-fifth anniversary. While the railway was not started until a quarter of a century ago, it was proposed actually and literally in the previous century, and Mr. Smith was one of those actively advocating the plan of a railway for the North. To give the exact year, it was in 1883 that the first steps were taken to impress upon the Government and the people of the province the need and desirability for a railway for the North Land. It was not the fault of the interest or effort of the promoters of the plan that the proposal was not taken up in 1883. Four men of importance and public spirit in that day were especially active in emphasizing the need for the railway. They were:—Geo. T. Smith; Colin Rankin, the Hudson Bay Factor; John Loughrin, merchant, and B. J. Mulligan, captain of the steamer Mattawa. They held a meeting in the town hall at Mattawa and a petition was drawn up, asking for a railway and suggesting the opening up of a number of townships in what was then considered the far north. The meeting dwelt upon the lumbering and agricultural possibilities of the North and also referred to the mineral wealth they believed to be in this country. The lumbering and agricultural features were more or less capable of proof but the mining possibilities could not be so well supported, though the four men mentioned had faith enough in them. Their chief basis for believing in the mineral wealth of the North was the stories told by Indians about gold, silver and other metals in the ores of this country. The four old-time pioneers, however, had some sample of ore, to back their claims of mineral richness. The petition sent in by the meeting to the Government had good effect. It was not long before the township of Lorrain was opened to settlement, and this was followed in the next year or two by the opening of Bucke township and Dymond and other townships. Transportation was made by way of the Ottawa river from Mattawa and then up Lake Temiskaming. It was soon apparent that this form of transportation was not sufficient. Agitation for railway service was continued, and eventually Hon. Frank Latchford and others in the Government began to show their special interest in the matter. In 1900 the Ontario Government set aside the sum of \$40,000.00 for a survey and exploration of Temiskaming district with the idea of building a railway. The survey confirmed the hopes and opinions of those who had been boosting the North Land, and in 1902 the first sod was turned in the construction of the Temiskaming and Northern Ontario Railway. Those who doubt the belief of Hon. Frank Latchford and the others in the Ontario Cabinet in the prospects of the North Land should read the preamble to the bill establishing the T. & N. O. Railway. In that preamble emphasis is given to the probable mineral wealth of this North Land, and while it may be said now that the authorities of a quarter of a century ago never dreamed of the degree of progress that has been made and the greater development still to come, yet it surely must be admitted that they were men of rare vision and foresight, and built surely and certainly in faith on the foundation advanced by the four great pioneers who lived at Mattawa.

COBALT MAN MURDERED IN DETROIT LAST WEEK

Simcoe Green Found Stabbed to Death in Michigan City. Was There in Connection With Sale of Mining Claims

A despatch last week from Detroit, Mich., says:—The body of a man, found dead in front of 6242 Elizabeth street west, has been identified as that of Simcoe Green, 58-year-old bachelor, prospector and miner of Cobalt, Ont. Identification was made by Green's brother, Frank, with whom Simcoe had been staying since Saturday. Frank Green lives at 806 Tecumseh road, Windsor. He said that his brother came to Windsor from Toronto on Saturday, with the purpose of interesting some Detroit men in his mining claims, near Cobalt. He brought samples of lead, silver and copper ore, Frank Green said. He had left his house Wednesday morning, intending some time that day to call on Alma McGregor, 209 Philadelphia avenue east, a girl who formerly lived in Cobalt, and with whose father Simcoe was acquainted. Green never reached the girl's residence. Simcoe was expected to return to Frank's home at night, but failed to do so. Nothing is known of his movements after he left in the morning. Frank Garland, 619 Elizabeth street west, said he saw Green stagger from an alley and fall. He had been stabbed in the neck three times. When the boy was found there was \$20 and a silver nugget in the pockets.

To the above may be added a despatch from Cobalt, as follows:—Simcoe Green, the prospector, reported murdered in Detroit, was well known in this camp and throughout the North Country. He has lived in Cobalt since its early days, and, for some years, was employed with the Mining Corporation of Canada. Latterly he has been associated with H. S. Brennan, Silver Centre, in various claim staking enterprises, and they had properties in different parts of the North, notably Rouyn, Temagami and in Red Lake. Green was the prospector member of the syndicate and did the staking.

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HAILEYBURY LAD SECOND IN ONTARIO JR. HIGH JUMP

A Haileybury lad, Jack Gordon, had the honour of being second in the Ontario junior high jump at Toronto. The Haileyburian makes the following reference to the matter last week:—Jack Gordon, the only representative from Haileybury High School to take part in the Ontario school athletic championship events, placed second in the high jump, to Milling, of Toronto. The winner, using the "Western roll" style, cleared 5 feet 6 1/2 inches. Jack, wearing running shoes and using the old "scissors" style, hopped the bar at 5 feet 5 1/2 inches, which is about 4 inches better than his best previous effort in competition. Coaches at the meet advised him to adopt the new style jump, and predicted that he would do six feet or over. He was also counselled to don spikes instead of the running shoes. Jack is to be congratulated on his remarkably good showing.

SIoux LOOKOUT MAY HAVE BIG PAPER INDUSTRY SOON

Hon. Wm. Finlayson, Minister of Lands and Forests for Ontario, announced last week that an old-established lumber company of New Ontario is negotiating with the Department of Lands and Forests for a consolidation of several allied industries in Sioux Lookout district. Possible construction of new pulp and paper mills, the creation of a new company, and the rehabilitation of an industry that has suffered handicaps since the war are involved in the project. The promoters of the new concern are Alexander McDougall, of Ottawa, and Bernard R. Hepburn, of Picton, Ont. The new company is called the Northwest Ontario Development Company, Limited.

GOOD SAMARITAN GIVEN POOR RETURN FOR HELP

From Iroquois Falls there comes a story illustrating the ingratitude of some people for kindness shown them. Recently a Ford car was stalled by the side of the road near Val Gagne, when an Iroquois Falls car came along. The young man driving the Falls car was connected with the garage in the Paper Town and after noting that the Ford would have to be taken to a shop for repairs, he invited the passengers to get into his car and he would run them into town, and then if they wished he would return and get their car so that it could be repaired. This was agreed to and the young man carried out his part of the agreement with efficiency, kindness and promptness. The Ford was left by the side of the road while the tourists were carried to town and comfort, and then the chauffeur went back and secured the Ford, towing it to a garage, where it was promptly and effectively repaired. All this was pleasing business, but the sequel was not so nice. The people in the Ford car actually had the Iroquois Falls young man arrested on a charge of theft, claiming that he must have stolen a couple of grips that were in the Ford. The fact that they had left the Ford unprotected by the side of the road where anyone could take the grips, and the further assurance that the young man accused was well known for his honesty and straightness, failed to make impression on the tourists. They could think of nothing apparently but the idea that they had lost their grips. All this may be bad enough, but there is worse to come. When the case came to trial, the occupants of the Ford car were unable to say that they were even fairly sure that the grips were in the car when they left Kirkland Lake. They may have lost them at Kirkland Lake, or on the way to Val Gagne. In any event, those who know the young man concerned are certain that he had nothing to do with the loss of the grips, and there is very general regret that his only reward for kindness and helpfulness in this case should be a false accusation, with the annoyance and loss incurred by the charge.

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She explained that her husband had left her an income of \$200 per month. She had no lump sum at her disposal. She was sorry, but, afterwards, she realized her husband had been wise.

"Because," she told me, "if I had had a lump sum, I would have lent it. And it would have been lost, because, within two years, my brother failed. I never realized the full value of Monthly Income Insurance until that time."

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