y the exact value of your word at ent, but should you break it to me l, I will make that document just ublic as you make my affairs. I think, would somewhat re- the balance as to general re- . I shall write you a check just if you like, as I don't think there ything further to be said, or, if prefer to think over it till to- row, you can let me know your then." Sir David was no longer ned to choose his words. "Till to- row then—very well," and he sat r to his letters, turning his back Ashe.

CHAPTER XXVIII

AS A MAN SOWS.

THE sun rose next morning upon a dazzling wonder world, in which, in earth or heaven, there were but two colors, blue and white, such blue and such white! hing could change the contours the eternal peaks, but down in valley every shape and outline smoothed or wholly concealed the muffling mantle of ineffable te. A keen frost had crisped surface which, while it made walk possible, rendered the task of clear- the railway all the harder, while the d was even more unfavorable for a riage.

any case, Isobel was, however, dly fit to travel. Her adventure in snowstorm—at least Lady Stormont posed that to be the cause—had left feverish and excited. She started every footfall, every sound, as if she re on the strain of expectation.

Is my father out?" she asked at last ruptly; "I have not seen him this rning."

He went out early, but he may have me in again," said Lady Stormont, h surprised and pleased that Isobel uld ask for her father. "If you will omise me to rest for a little, I shall and see."

The great deserted place seemed more ent than usual as she went to Sir vid's room in search of him. What d become of every one? she wondered. nvers had sent up a message of in- iry for Isobel, but she had seen thing of him nor of Ashe that morn- g; though the latter was no cause for gret. The room was still empty, but nspicuous on the writing table was a lky envelope, which, to her surprise, as addressed to herself. She looked it wonderingly for a moment before occurred to her to open it.

After one glance at the first few sen- nces she swiftly crossed the room and cked the door. She would need si- nce, and solitude for what lay before er.

"Marian, my dear wife, dearer than ver to me, though of late I have given ou little reason to think so," the letter egan, "will you read now what I once bought I would keep from you with ly last breath, but now, whether I am oing right or wrong, I can keep it from our no longer. I cannot deceive you, annot let you believe a lie any longer— ou, who have ever been the soul of uth and loyalty, and I can tell you ow, at at last I know that, however I have sinned against you, I have not, s I dreaded, done you the last deep nd deadly wrong, though God knows it would have been in ignorance. That urden, at least, has been lifted from me; had it been laid upon me, too, my unishment would have been, indeed, greater than I could bear.

"Marian, will you try to believe, though, as you read this, it may well eem impossible to you, that all my life from the very first I have loved you? A woman like you, who has but the one ove to give, deep and true and lasting, an hardly comprehend the wanderings f a young man's fancy—how his eyes and his feelings are enspared for a time, till he wakes up from the fleeting dream to reality again, to find, perhaps, that that brief madness had laid waste his whole life—if it were only his own! Try, in mercy to me, though, to think of this as you read.

"At first I did not understand my own heart. I was foolishly impatient, as a young man sometimes is, that my life was so thoroughly mapped out for me. Everything was so well arranged, so well organized, that though when the time came, and Sir David stepped into the place of Sir Malcolm, there could hardly be any change, the old traditions must be continued, everything would go on as usual. I seemed to see the life that lay before me to its minutest detail; even my wooing was planned for me. I was to wed my cousin Marian, and, dear to me though she was, and, though I had the grace to know that I did not deserve my good fortune, I had the young man's passion for the new, the unknown, the untried. I wanted something more than the future of jog-trot ease and comfort which seemed to lie before me. That autumn, perhaps you remember, I went to Sutherlandshire. I wanted some deer-stalking, some wilder sport than the Stormont moors could give, and there, in an evil day for her, I met Elsie Macleod.

"You have never heard of her existence; once my chief hope, my life effort, was that you never might; but you have seen her name—it is written on that Testament—the sole possession which Isobel brought home with her.

"When on one of these long, magical northern evenings I first saw Elsie start out from among the bracken by the side of a lonely moorland loch, she seemed like some shy creature of the wilds, akin to the cloudy hills and the silent glens like the fleet hinds. Next day I saw her sitting, prim and demure, in the empty, barnlike kirk, where her grandfather, good old man, half blind and half deaf, droned out his weekly sermon to some half dozen people. In that bare, dusty place, amid these one or two weather-worn old people, little Elsie, in her quaint frock and bonnet, which might have been her mother's, looked like some tender seedling blooming amid granite boulders—and she died despairing in a workhouse ward—truly we men know not what we do! But she had wild, hot blood in her, too. Her father, a scapegrace lad, had run away from college and enlisted in a regiment bound for India; but he had the old Highland fighting spirit in him, and in the Mutiny he so distinguished himself that he was gazetted captain, and, further, so won the favor of his late colonel's daughter that they made a runaway match. Her family never forgave her marriage with a ranker, though he had some of the best Highland blood in his veins. Had he lived, he would doubtless have made a name and a place for himself, but he was killed in an obscure skirmish, and the poor young wife went home to the old, grief-stricken father and to the lonely manse amid the misty northern hills. Here she lingered out a sort of death in life for a few years, and then the child Elsie was left alone with the old man and his old housekeeper, about as infirm as he. She had never been at school. What she knew her grandfather had taught her. She had never had a friend of her own age, and she had the natural longing of youth for youth, and she would watch the long white road unrolling itself down the glen, wondering if she would ever fare forth upon it to the wonderful world beyond, or if some change—some one would ever come down it to her. Well—I came."

INSPECTOR HORN ON GRAIN INSPECTION

Over Fifty Million Bushels Inspected This Year—Some Abuses That Have Crept in—Difficulty Over Oat Inspection.

At the convention of grain growers held at Saskatoon recently, David Horn, chief grain inspector read a paper, which the Saskatoon Capital reports as follows:

In appearing amongst you I am naturally expected to say something about inspection, as so much of the criticism of inspection is the result of misapprehension and misunderstanding. A grain inspector stands in a peculiar position, inasmuch as he can never expect to give satisfaction. He is in the position of an arbiter, and in any arbitration, as often as not, one or other of the parties is dissatisfied. He must do what he believes to be the right thing, no matter how assailed or beset. Everyone is impressed with the good features and worth of his own property, and is more or less blind to its drawbacks and defects, so much so that I always tell grain men that their own opinion about their own grain is worthless.

The procedure and work of carrying on the inspection is as well carried out and safeguarded as seems possible under conditions as they exist at present. The modus operendum of meeting the trains and taking the samples has so often been explained that it is now familiar to all of you, and I hardly know how better to accomplish it. The charge that samples are wrong sometimes, that a mistake has been made in the sample, has never been substantiated. My men never go out singly to trains; they go in gangs or sets, in charge of a foreman, and the work is checked systematically. I always have plenty of efficient and reliable help. My deputies are all men who have come forward under myself, and all have been familiar with me for many years. All are tried and trusted men.

There has been inspected of this crop nearly forty million bushels of wheat, over eight million bushels of oats, two million bushels of barley, and about a quarter of a million bushels of flaxseed.

The frost damage was the feature peculiar to the crop of this season, causing a third of the wheat to inspect below three northern, and sixty per cent. of the oats No. 3 white. On barley the damage was equally bad, whilst flaxseed was not much affected, the crop of this being the largest we ever had and nearly all of high quality. This frost damage made the work of inspection more than usually difficult, and necessitated the convening of the standard board to make standards for the wheat offered. The proportion rejected for smut and for being mixed, with other grain has been less than for some years, but there has been quite a percentage of no grade for not being kept quite dry. This is partly accounted for by so much of the low grade being so hard to get into good condition.

The frosted oats in this crop caused a serious complication. I had taken the position that these frosted oats should come under the No. 3 classification, by interests in the east immediately served me by legal process that I would be personally held liable for damages, as also the department, if oats carrying a No. 3 certificate proved to be frost damaged. On my taking legal counsel on this question I was advised that this was correct, and that I could be held liable.

Some years ago a similar situation arose in regard to Alberta oats, and, although their oats had then a more desirable appearance and weighed very much more than the Manitoba oats, they could not be inspected into the same grades on account of their being damaged by frost. The standards board that year made special commercial grades to meet the case of their oats and named these grades "one Alberta" and "two Alberta" rather then have them all classed rejected. Strange to say this action displeased Alberta very much.

Their fine appearing oats, as compared with Manitoba oats, were discounted so much in comparison with Manitoba oats that in their exasperation they moved to have the making of standards for oats taken out of the control of the standards board and next time the act was up for amendment by parliament this was accomplished, and now oats are specially exempted from being controlled or interfered with in any way by any action of the standards board. This is the explanation of why when the standards board met on this crop, they did not take up or meet this question of our frosted oats in this crop. They did not have the authority, and there was nothing to do but reject them as not coming within the requirements of the scheduled grades as defined by the statute. This exclusion of oats from any action of the standards board, I consider a serious mistake, and the correction of which I deem one of the most desirable efforts of your organisation can well direct your energy towards.

The inspector's office is always willing and desirous of giving every information shippers require of them. But it is surprising how indefinite and how inexact many farmers are in writing. The number of the car is the key to everything connected with that car, and we are quite lost to answer anything when you write and do not give the number. It is, too, amazing how careless many are in signing their names. Quite often we are beaten to decipher the signature and post office. For this reason every farmer who ships his own cars should get his name and post office printed on his paper. The cost is trifling and the convenience and satisfaction incalcuable. Another cause of disappointment is when farmers ship a car to advise and then expect the inspection to come back to themselves. When a car is shipped to advise, all the documents are sent to the advisee; this is what the advisee is for, and in this case you should instruct the advisee to inform you, or write specially to be advised yourself also, or write the shipping farmers' agent, Mr. Campbell, to get all the necessary information on for you. Mr. Campbell has proven himself a most useful official, and I am glad to see that he is becoming more and more made use of. His interests are your interests. His only concern is to see that you have been justly dealt with, to remonstrate when he feels justified, both with the inspection and with you. No man could be more painstaking. He has relieved both the grain inspector and the warehouse commissioner of much correspondence and explanations. He can tell you of the necessity of noting the state of the car as you load as to repair and good order, its capacity, and how many days it may stand on a siding unsealed and unfastened. All these details help you if you come to have to make a claim afterwards for short weight.

Whilst the car is on the way to Fort William is the opportunity for protest or bringing before the board of survey, and any time you have to make protests or raise any kind of question respecting your car you must never wait to write, but telegraph. This does not cost much and it gives me the opportunity to catch the car before it gets unloaded and have the whole work gone over again. You must understand that, once the car gets unloaded and the identity of the load is gone, nothing can be done.

It has been a satisfaction to me that the survey board has been made use of this year to an extent it never was before, and, although I cannot always commend their rulings, I never on any account make protest or objection, but without question confirm at once. When a survey is called, it is usually called and over within half an hour. Three members act each time, and a different three in rotation. The secretary is always present with them. The samples of the car or cars are placed before them, and they make the ruling on that, without any knowledge whatever as to what it has been inspected where from, where going, or by whom owned.

Another new feature this year was the placing of a Canadian inspector at Duluth to inspect the Canadian grain arriving there over the Hill roads. Now all Canadian grain is inspected exactly the same as if it had gone to Fort William, and is subjected to the same inspection in and out. All Canadian grain at Duluth is handled in bond and is under the control of a Canadian and a United States customs officer, who seal up the bins after being used and break the seals and release them when it is necessary to use any bin again. Therefore grain going east or exported via Duluth is exactly the same in every respect as if shipped to or from Fort William. This far the quantity has not been large—950 cars—but as time goes on and the Great Northern gets more into the country it is sure to assume large proportions.

An imposition I have to protest against is the sending of small samples by mail to my office. They come by the hundreds. None of my deputies nor myself can spare the time it would involve to go through these samples or even look at them. They are generally so small that they are quite unfair. They have to be handed over entirely to a subordinate, who does his best to try and send an honest opinion on them, taking care that if the sender ships the same wheat, he will at least be sure of the grade given. The proper way would be for you to write my office to send you the standard sample of the grade you believe your wheat entitled to, and yourself make comparison with it. If you, as the owner, are in doubt, then it is a moral certainty that your car is not that grade. This is a work on our part for which we get neither credit, remuneration, nor thanks, and is a work for which no provision was ever made or contemplated. From small beginnings it has grown into an abuse.

Selling on certificates is simply selling on sample, with a disinterested, responsible guarantee that the shipment will be equal to sample. So much so has this been accomplished that any importer in eastern Canada or in Great Britain will now trade in and accept and pay for your grain promptly on presentation of the documents, the wheat unseen, knowing beyond question that when they do get the grain it will be exactly what they bought. You can see what effect this confidence has; it enables the importer to pay the very last cent the grain will bring, and this reacts back to the farmer.

I have often heard British dealers declare that they made less money in handling Manitoba wheat than any other, because it was traded in on such a fine margin. Its value was so accepted and relied upon that there was no come and go, no room for re-clamation or dispute, as is the case of parcels bought purely on sample. Over there they have professional arbitrators for cases of dispute, but I never heard of their being called in on Manitoba wheat that was inspected on certificates.

It is common to jump to the conclusion that it is the inspection that is at fault when everything is not as expected regarding a car. Only this week we had a car from southern Manitoba of which the two ends were entirely different to each other, but no partition separating. This farmer came right into Winnipeg positive that the inspection was at fault, but it developed that he had never seen the load as put into the car. Last week one of the elevator companies handed me a letter they had received from a traveller they had stationed in southern Saskatchewan. This man was denouncing to his firm the grain inspection because the cars shipped by the farmers would always inspect better than cars shipped by themselves. On the other hand, the manager of the Grain Growers' Grain Co. complains that he is continually in receipt of complaints and charges that cars shipped to this company are inspected lower than other people's, and so on it goes. They lose sight of the fact that the inspectors have no interest in one more than another, do not care where the car comes from or who owns it. The one thought before him always is, can he make an unwilling consignee or purchaser take the wheat for the grade certified to? And so long as he feels he can do this, he is but too willing to give the certificate.

IDENTITY UNKNOWN

Imperial Pulp Co. Get Number of Timber Berths but Their Identity is Not Known.

Further returns in connection with the disposal of timber berths in the North-West brought down last week serve to deepen the impression which prevails throughout the country that tenderers, except favored ones, do not get a square deal in their transactions with the department. For instance, in November, 1902, Mr. W. A. Allen of Ottawa, asked that berth 1050 be put up to public tender. A month later, Dec. 22, Mr. Allan was informed that the department would not dispose of the timber "at present," and yet on Jan. 28th tenders were called for, McDonald Bros., of Ottawa, being the successful bidders for $13,125. They subsequently assigned the berth to the Saskatchewan Lumber Co.

Startlingly curious is the story of berth No. 1031, as it again brings into the limelight the mysterious Imperial Pulp Co. In September, 1902, Messrs. Foulger and Rowley, of Ponoka, Alta., asked that this area of 118¼ square miles be offered for tender. The time mentioned in the advertisement was very short and many protests were entered. The following tenders were received: Wilber I. Craft and Robert Lee, Edmonton, $8,015; K. McDonald and H. McDonald and G. C. Frith, Ottawa, $31,161; N. W. Lumber Co., Morningside, Alta., $2,554; James Ross, Edmonton, $17,010.85; T. A. Burrows, M.P., $6,057; C. B. Boone, Toronto, $3,540; Imperial Pulp Co., of Toronto $31,575. The bonus offered by the latter company was thereupon accepted.

Identity a Mystery

On Jan. 19th, 1903, Mr. Keyes, secretary of the Interior Department, wrote to Mr. Burn, general manager of the Bank of Ottawa, as follows: "I am directed to inform you that on the 2nd inst. a tender was received from the Imperial Pulp Co., of Toronto, enclosing cheques on your bank for the sum of $31,575, which they offered as a bonus for a license to cut timber on berth No. 1031. A receipt for the amount and also a letter advising the company of the acceptance of their tender were sent to them at Toronto, and both have been returned marked "no such firm in Toronto." It is thought possible that you would be in a position to advise this department of the address of the company. I may add that a license cannot be issued for this berth until the rental thereon for the first year has been paid, viz.: $591.25."

Mr. Burn replied that the bank was not absolutely certain of the company's address, but would be in possession of it in a day or two. Later the department received a letter from the Imperial Pulp Co., per R. R. Pattinson, P.O. box 644, Winnipeg, and the transaction was closed. Subsequently the ground rents were paid for the company by the Ottawa legal firm of which Mr. A. W. Fraser is a member.

Five berths in all, 1031, 1097, 1098 1118 and 1119, went to this mysterious company about the same time. The first three to the Imperial Pulp Co. were for bonuses, respectively of $31,575, $1,000 and $2,500. The other two to W. H. Nolan, of Montreal, for $500 and $600, respectively. The two latter were subsequently assigned to the Imperial Pulp Co.

IMMORAL DAWSON

Rev. John Pringle Tells How the Law is Enforced in the Yukon--Prostitutes Apparently Immune from Conviction--Letters Stolen and No Investigation.

Rev. John Pringle, Presbyterian minister at Dawson City, Yukon Territory, in writing of conditions there among other things said:

"Has the law been enforced in the Yukon? Has it been enforced in precisely the same way as the law in other parts of Canada?

Let us see.

1. There is, or it is generally believed that there is, a law forbidding the immigration into Canada of prostitutes and criminals. Has this law been enforced? We have a custom house at Summit, and a strong police force at Whitehorse—the door into the Yukon. What has been done to throw back the steady stream of prostitutes, with the collateral stream of male undesirables which has poured into this country for years? Absolutely nothing. The police are always ready to do their duty, but have not been instructed or permitted to prevent this shameful immigration. It is sufficient for my purpose to quote the words of the assistant commissioner of police spoken in the Yukon council last August, during the debate on dance halls "If the dance halls are closed, hundreds of these women will not flock to the city as they have in the past few years." If there is any such law or regulation governing immigration, and its enforcement elsewhere has been on Yukon lines, it is a dead letter, dead as a coffin nail.

2. There is a federal Sunday law, passed after long and sore travail. I shall not argue whether it is good or bad, broad or narrow. It is a law for whose enforcement in unorganised territory the minister of justice is responsible. Has this law been enforced in the Yukon? Last April the assistant commissioner of police was advised that the law was in force and instructed to inforce, to the minister of justice, infractions of the law. He did so. Was the law enforced. Was there any pretence made of enforcing it? Absolutely none. The assistant commissioner was told that the police could do their duty, if they attended to complaints made by private citizens. And the constable saw the law broken—hook stores, cigar stores, teams, wood sawing machines going on Sundays as on other days—and, under orders, did nothing to enforce the law. The department of justice had forbidden action, and had thrust the onus and the odium of prosecution on the private citizens.

3. The Criminal Code forbids the business of prostitution. Has this law been enforced as in any other part of Canada? During the summer of 1906 the English church minister lived on the west side of Front street, in the little mining town of Conrad, in the southern part of the territory. Across the street from his cabin was my tent church. Thirty yards away on the street allowance, was a nest of prostitutes who, and whose followers, kept up such a noise all night as precluded sleep, and used such language as they passed to and fro, from night till morning, as was not good for minister's children or anyone to hear. After about two months' protest they were removed to a more conspicuous place, near the Montana mine trail, and directly behind the Presbyterian church lots. Night after night I was aroused from my sleep by men looking for the sporting houses; and one night saved the lock and hinges of my door, by using a pail of water to let a midnight visitor know that he had struck the wrong door.

It seems to be almost impossible to get a conviction against a prostitute as such. Fourteen poor wretches were segregatrd in Klondyke City. But twice as many of the same class are allowed to run loose in Dawson City. If their business is legitimate and cannot be reached by law, why not let the Klondyke City women live where the business is? There should not be such discrimination.

Less than a year ago there were in two houses on Front street, within half a block, eighty of these women. The crown prosecutor reported to the miniscer of justice that, in his opinion, these were disorderly houses and could be proceded against under the criminal code. The report of the police was stronger still. Was the law enforced? The minister of justice informed the authorities to take no action. A number of women have recently been fined for illicit liquor selling. But they are doing business in thesame places, in the same old way, right in the heart of the city. I have not been very much in eastern Canada during the last twenty-five years, and cannot speak from the knowledge of eastern conditions. But if the law against prostitution is enforced generally as it is in the Klondyke, the moral and social forces have their work cut out for them.

4. The criminal code forbids gambling. Has the law been enforced precisely in the same way as in other parts of Canada? To say here that it has, is to raise an incredulous laugh. I have seen the police court, right under the eyes of the magistrate, full of all the furniture of the common gambling houses raided by the police—money taken from the faro tables, cards and chips from the poker tables. The best men in the police force swore to the facts. The case was dismissed. How do police magistrates in the east calculate the preponderance of evidence? By counting the witnesses solely? or by considering their character, and weighing their testimony also? The word used seems to me to imply, not merely a counting of heads, pimps and policemen together, for and against; but a valuation of evidence according to character and motive of those testifying.

5. Have the laws for the protection of life and property been enforced? I believe they have, thanks to the police unthwarted and unhindered in this sphere of their duties, and also to the impossibility of escape; except north or south, by the river, into the arms of the police, and east or west into an untrodden and inhospitable wilderness.

But under the dance hall system, permitted and legalised, the thieves in these dens have stolen from drunken or drugged men, five hundred dollars for every dollar stolen by ordinary and unlegalised thieves, and have been responsible for five suicides for every murder committed in the territory.

6. Has the liquor ordinance been enforced as such laws are enforced in other parts of Canada? Emphatically No! The ordinance was so framed as to take the enforcement of it out of the hands of the police, and give it over to an inspector, who has not enforced it, and does not enforce it. In defiance of police reports, prostitutes and panders have received licenses. It seemed to be a good reason for granting licenses to blackguards, that the police had reported against them. I heard a sergeant and a corporal, two of the best men we had in the force, testify that an applicant was a notorious prostitute, and her house so bad, that a special patrol had been asked for in the vicinity. The license was granted nevertheless. I give this as an example of scores of cases of a similar kind. The police reports to the license department will verify every statement herein made. If license is for revenue alone, I would advise putting the fee up a notch or two, and removing all restrictions—including the prohibicion of sale on Sundays; might just as well; and the prohibition of screens during prohibited hours. If the intent of license laws is really control and restriction, I would advise an attempt to find another word to designate our local law, or to find an official who will do his duty as the law directs.

My mind, is of course, unlegal, and I shall be pardoned if, in measure, I fail to see and appreciate the nice distinctions which laws and lawyers make. But the foregoing seems to me to be a pretty fair case, against the contention that the law has been or is now enforced in the Yukon, in the same way as in other parts of Canada. If way means procedure I admit it; if it means the measure of the law's enforcement by the procedure provided, I unhesitatingly and emphatically deny it.

I might have referred to the prize fights of other days, when alien 'pugs' made a stamping ground of the Yukon, without let or hindrance, until the minister of St. Andrew's church did what neither administration or judicial authority ventured to do, and what the territorial press condemned—invoked the law and purged the territory.

What about the Bonanza postal frauds? Thousands of letters, registered and unregistered, stolen. The legal proceedings stopped short of investigation. There never was a thorough legal or departmental investigation. Or if there was it was in camera, the public, who had been defrauded, with no part in it.

What about the criminal conspiracy cases after the election of 1904? The franchise stolen from one in eight of our voters and no redress found. Why were the cases dropped? A gentleman now on the supreme court bench, could, I think, give the reason. Was there what I learn from the eastern press, is called a "saw-off?" or some other new scheme as yet without a name? The cases were dropped. The public never knew why. They would like to know even now. Administrative and judicial abortion where a great public wrong is under investigation, arouses the suspicion of free men.

I think a very interesting and informing series of papers could be written on "Cusiosities of Representative Government with Illustrations from the Yukon." Perhaps "Immoralities" might be substituted for "curiosities."

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Crop Payment Plan
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This makes the second payment due before anything has been produced by the farm, and the third payment eats up the first year's crop.
By the Crop Payment Plan the purchaser pays a small amount of cash down and agrees to break up and crop a stated amount of the land each year until the whole is under cultivation. All subsequent payments of principal and interest are made from a share of the produce of the farm, and so long as the agreement re cultivation is lived up to, the purchaser runs no chance whatever of having his contract terminated.
The outfit necessary for the proper working of a farm bought under this plan is that usually employed by a tenant farmer. The purchaser agrees to deliver One-Half the wheat grown on the land to the order of the vendor at an elevator agreed upon, and the amount received from sale of same is at once applied in reduction of the liability, and in event of a crop failure no payment is due (under straight contract a payment must be made no matter how good or bad the crop may be.)
IT IS A CASE OF NO CROP, NO PAY
The Tenant Farmer
Pays One-half the crop each year for the use of the land and at the end of ten or twenty years has not one cent's interest in the farm.
THE
Purchaser Under Straight Agreement
May make four or five payments and lose the farm owing to crop failure and his inability to make the next payment
THE
Purchaser Under Crop Payment Plan
Increases his interests in the farm each year by the amount the farm pays towards its purchase, and the land must eventually belong to him if he lives up to the cultivation clauses of agreement and delivers share of crop, be it large or small, as agreed upon.
AND
Under the Crop Payment Contract, the purchaser has the privilege of paying the whole amount at any time under the agreement, or of mortgaging the farm and paying off the amount due.
All Our Land is Within 7 Miles of Railway and in well-settled Districts
FOR FURTHER PARTICULARS WRITE OR CALL ON
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MONEY TO LOAN ON IMPROVED FARMS