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THE ONTARIO APPLE CROP IS BOUNTIFUL

Toronto, Oct. 1—The apple crop in Ontario is the best for twenty years, it was reported at the local branch of the Dominion Department of Agriculture this morning. Not only is the fruit far more plentiful than usual, but it is stated to be of good quality and size, and free from fungus and injurious insect pests. Packers are badly needed to help harvest the crop and get it ready for shipment, for there are not nearly enough men to cope with the unusual demand for harvest help. An instance was cited of two men endeavoring to pack a carload of apples due to be shipped at a certain time, and working day and night to accomplish their task.

Consumers are urged to place their orders for apples early in order to start the crop moving and relieve the congestion which is sure to take place if the farmers keep their fall apples after the winter fruit is ready to be shipped. The supply is so heavy that prices should be reasonable this year.

The crop in Quebec is patchy. An abundant harvest is looked for at St. Hilaire between 25,000 and 30,000 barrels, despite the storm which uprooted thousands of trees. The quality is also very good.

The Teacher's Trouble

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Ask any school teacher what she thinks of the indulgent mother. She will tell you that home indulgence is responsible for most of the laziness and absence, ignorance and impudence she finds in her pupils. Because Johnnie does not want to go to school, mother permits him to stay home and then gives him the atrocious example of writing a note asking the teacher to excuse him because he was sick! The child does not want to study. Mother yields to his request, entreaty or tears and sends another mendacious excuse because the home-work is wanting. Yet, she insists that her child be promoted. She forgets or ignores his record for absence, his monthly report and his examinations. With fire in her eyes and rage in her heart she demands her rights and does all she can to force teachers to violate rules and act against their conscience. She will not have her child disgraced just because he could not answer a few stupid questions!

Indulgence perverts the nature of the child. He knows that his weak foolish mother has made him a moral cripple and an intellectual pauper. He resents it and resentment makes him bitter. That bitterness condemns to a back room or home for the aged many a mother whose omissions have simply spoiled her children. They reap what they sow. The spoiled child does not think right. He has no affection. Too late she learns, as did King Lear:
How sharper than a serpent's tooth!
It is to have a thankless child!



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THE MIRAMICHI FIRE

This is the truth, what I now tell you
For mine eyes in part did see
What did happen to the people
On the banks of the Miramichi.

The seventh evening of October,
Eighteen hundred twenty-five,
Two-hundred people fell by fire,
Injured those that did survive.

Some said it was because the people's
Sins did rise like mountains high,
Which did ascend up in Jehovah,
He would not see and justify.

In order to destroy their lumber,
And the country to distress,
He sent a fire in a whirlwind
From the howling wilderness.

'Twas on the north-west first discovered
Twenty-two men there did die,
When it had swept o'er the meadows
To Newcastle it did fly.

While the people were sleeping,
Fire seized upon the town,
Though fine and handsome was the
village.

It soon tumbled to the ground,
It burnt three vessels that were
building,
And two more at anchor lay.

Many that did see the fire
Thought it was the Judgment Day.
Twelve more men were burnt by fire,
In the compass of that town:

Twenty-five more on the water
In a snow upset and down.
A family below Newcastle,
Were destroyed among the rest.

Father, mother and three children,
One an infant at the breast.
Thirteen families were residing,
Just out back of Gretna Green,

All of them were burnt by fire,
Only one alive was seen.
Then it passed to Black River,
Where it did burn sixty more;

So it forced its way with fury
Till it reached the briny shore.
Forty-two miles by one hundred
This great fire did extend;

All was done within eight hours,
Not exceeding over ten.
As I have spoke of things collective,
Now I intend to personate,

And speak of some of my acquaintance,
With whom I was an inmate.
A lady was drove to the water,
Where she stood both wet and cold,

Notwithstanding her late illness—
Had a babe but three days old.
Six young men, both smart and active
Were to work on the north-west,

When they saw the fire coming,
To escape it tried their best.
About two miles from where this
camp stood,

They were found each one of them
But to paint their sad appearance,
I cannot with tongue or pen.
To see these fine, these blooming
young men,

All lay dead upon the ground,
As their brothers standing mourning
Spread a dismal scene around.
Then we dug a grave and buried
Those whom did the fire burn,

Then each of us that are living
To our dwelling did return.
I heard the sighs, the cries and
groaning,
Saw the falling of the tears;

By men this will not be forgotten,
Should I live a hundred years.
Sisters weeping for their brothers,
Father crying for his son,

And with bitter, heart's sorrow
Said the mother, "I'm undone."
It killed the wild beasts of the forest
In the river many fish,

Such another horrid fire
See again I do not wish.

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Here and There

The output of silver from Cobalt during July amounted to about 400,000 ounces, according to preliminary estimates. This had a value of less than \$300,000, or at the rate of about \$3,500,000 a year.

All attendance records for the Central Canada Exhibition were broken this year. There was a total attendance of 349,200, or 42,400 greater than the previous record of 307,000, made in 1922.

The first Italian ship to visit Vancouver in several years will be the steamer Piave II, of the Navigazione Libera Trestina, due here at the end of this month. This boat will inaugurate a new service between this port and points on the Mediterranean.

Production of paper by the Powell River Company, at Vancouver, will be increased 80 per cent by the completion of a \$5,000,000 development programme, now under way, according to an announcement made by M. J. Scanlan, a director of the company. At present the plant is turning out about 75,000 tons a year.

Signs of returning prosperity to Canada are evidenced by the fact that more Canadians are registered in the Canadian Pacific Rocky Mountain resorts during the past week than at any time since the beginning of the year. These resorts, which are usually filled almost entirely by Americans, contain a guest list last week which is 50 per cent Canadian.

Production of gold in Ontario for the first six months of this year amounted to \$14,506,219, as compared with \$11,810,060 in the corresponding period of last year, according to a report issued by the Provincial Department of Mines. Silver production increased from \$3,262,100 to \$3,792,662. Total mineral production was \$41,560,355, as compared with \$37,997,776.

John Edwin Hoag and Frank S. Wilton, who travelled across the entire continent in a small motor-boat arrived recently in Montreal and moored their craft to Canadian Pacific Pier No. 8 having come from Astoria, Oregon, via Columbia River, Celilo Falls, Fort Benton, the Missouri and Mississippi Rivers, the Chicago Drainage Canal and Lake Michigan since May, 20th. From Montreal they continued their journey to New York and returned to the States, via Canadian Pacific Railway to Vancouver and Seattle in order to see the country.

The groundwork for what promises to be a big industry is now being developed by the Singer Sewing Machine Company at Thurso, a point on the Canadian Pacific Railway, on the north shore line to Ottawa. It is planned by the Singer Company to manufacture at Thurso all the woodwork required for their numerous plants in different parts of the world. Work on the new plant is being pushed with all possible speed and it is anticipated that shipments from Thurso will commence sometime early next year.

While the Canadian Railway Commission is besieged with all kinds of applications for reductions in Canadian freight rates, the Western group of railways in the United States is asking for a five per cent increase and the northwestern section of the group is asking more than that "as a measure of relief." Some of these roads are in the hands of the receivers. Yet these American railways already have higher rates than the Canadian roads, the freight revenues in the U.S.A. being 1,293 cents per ton mile on western lines as compared with 1,011 cents on all Canadian railways. The average American rate is 28 per cent above the average Canadian rate. Owing to the low grain rates in Canada, the C.P.R. average rate is 1,011 per ton mile, so that the average rate on American western lines is more than 80 per cent above the average C.P.R. rate.

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