

CHICKEN SHORTCAKE

2 cups pastry flour
(or 1 1/2 cups of bread flour)
3 teaspoons Magic Baking Powder
3/4 teaspoon salt
4 tablespoons shortening
1 egg 3/4 cup water

Sift dry ingredients; add shortening and mix in thoroughly with steel fork; add beaten egg and sufficient water to make soft dough. Roll out on hands on floured board. Cut out with large floured biscuit cutter, or half fill greased muffin rings which have been placed on greased baking pan. Bake in hot oven at 475° F. about 12 minutes. Split and fry with hot, and fill with hot creamed chicken. Makes 6 shortcakes.

Try Miss Alice Moir's light, flaky Chicken Shortcake

"I always use and recommend Magic Baking Powder," says Miss Alice Moir, Dietician of one of Montreal's finest apartment-hotel restaurants. "Magic combines efficiency and economy to the highest degree. Besides, it always gives dependable results."

In whole-hearted agreement with Miss Moir, the majority of Canadian dietitians and cookery teachers use Magic exclusively. And 3 out of 4 Canadian housewives use Magic because it gives consistently better baking results.

No wonder Magic outsells all other baking powders combined! Favour your family with Chicken Shortcake—made with Magic as Miss Moir directs. Note its delicate flavour, its feather lightness!

Free Cook Book—When you bake at home, the new Magic Cook Book will give you dozens of recipes for delicious baked foods. Write to Standard Brands Ltd., Fraser Ave. and Liberty St., Toronto, Ont.



Moors Changed Greatly by Their Stay in Spain

When the decree of expulsion was first issued against unconverted Moors in 1502 by the then powerful Catholic Inquisition, Moors and Jews probably formed nearly half the population of Spain. When the Moors returned to Africa they had become so changed from the native Berber tribes that they were called Andalusians, but the name Moors still continued to be applied to all this Arabic population in the country occupying the coast towns and extending from Morocco to Senegal and to the Niger as far east as the Sahara at Timbuktu.

VALUABLE OF APPLES.

Canadian Apple Popularized by the Press as Health Producing.

An effort is being made in many sections of the provincial press to popularize the Canadian apple. It is a worthy move. Raw fruit as a diet is recommended by the best physicians, and there is no fruit which is more health-producing and palatable than the apple. Moreover, it is a Canadian product, and if its use were more general it would mean increased prosperity for the producers. They are a source of natural fruit sugar and thus provide energy. Eaten raw between meals they satisfy the craving for sweets. The water contained in apples is in its purest form. They tend to promote proper elimination of acids and framework provide bulk, and the organic acids are diuretic. Apples counteract a tendency to acidity as they leave an alkaline ash. A well-masticated apple thus aids digestion. Apples are a good source of vitamins, necessary to the body. One large apple gives 100 calories. The apple is refreshing, cooling, stimulating and wholesome and may be eaten between or with meals. They can be obtained nearly all the year round, and because of their low value, their fine flavor, their abundance and popularity, apples are justly termed "The King of Fruits."

Here and There

Figures of United States motor cars entering New Brunswick in 1931, issued by the provincial bureau of information and tourist travel, show an 8 per cent. gain over 1930. The new record for 1931 is 38,563 as compared with the former record of 35,683 for 1930.

Approximately \$11,000,000 was saved in Canada last year in the cost of construction dwellings and other buildings in 41 cities owing to reduced cost of building materials. Aggregate value in these cities of building permits was \$110,971,410.

The aid of Hon. C. Howard Ferguson, Canadian High Commissioner in London and of Lord Beaverbrook will be sought by the Maritime Provinces representatives who left aboard S.S. Montcalm from Halifax recently, in an effort to secure the lifting of the British Government's embargo on Canadian potatoes.

A GOODLY RECORD

Sticks (Columbia Proud of Its Growth Since Confederation—Nearly Became a Colony.

The proud device which flutters across the coat-of-arms of the Dominion of Canada: "A Mari Usque ad Mare"—"Even from sea to sea," is a perpetual reminder of the entry of the Crown Colony of British Columbia into Confederation. British Columbia, or at least some 14,000 square miles of it, nearly became Spanish; nearly became part of the United States, nearly remained a Crown Colony; nearly did not enter Confederation at all. It is a long story, beginning with St. Francis Drake and the Spanish Main, and closing, as to its first chapter, with the Act of Confederation on the 20th July, 1871.

In 1578 Drake, hot after Spanish treasure, raided the South Seas and sailed up the coast of Northern California to take possession of the entire Northwest in the name of Queen Elizabeth. One hundred and fifty years later Peter the Great sent Vitus Behring to open up the fur trade with the North Pacific. In 1774 Spain pushed north from the Californian settlements and took possession of Vancouver Island. In 1778, Captain James Cook, nosing for a Pacific entrance to the Northwest Passage, ran up the island (which he mistook for the mainland), got as far as Alaska and Behring Strait, and turned south again to meet his death on the beach of Hawaii.

Cook had touched at Nootka Sound, that deep-water channel which bites midway into the western coast-line of Vancouver Island; had found it "a great mart for peltry"; and when in 1784 his "Voyages" made their appearance that fact was there recorded, together with the hint that a good mart for China might be worked up.

The terms under which British Columbia became a province of the Dominion on July 20, 1871, covered many changes, but the most important stipulation was that the Federal Government should begin within two years and complete within ten years a transcontinental railway to the Pacific seaboard. The province had to wait nearly 15 years before the completion of the Canadian Pacific Railway, but with the coming of the steel the magic wrought by transportation began mightily to operate. Settlers flowed in; the natural resources of the province found an outlet in the markets of the world; a steamship service across the Pacific laid the foundations of the port and city of Vancouver; and the exact geographical point of union between Far East and Far West disclosed itself.

Confederation British Columbia has increased its population from 36,247 souls (of whom 10,000 were whites, the others being native Indians and Chinese) to approximately 600,000. Beginning with a single school in 1856, it has today over 1,000 schools providing education for 100,000 pupils. In the late '70's the province was without a telephone; to-day over 30,000 miles of wire serve the installation of 128,272 telephones, the highest percentage to population in all Canada. To-day the province is serviced by over 1,000 miles of railway, has nearly 2,500 miles of main motor highways, and over 18,000 miles of Government-built roads.

Competition between truck and railroad service is shown in a new angle by a letter recently to a Reading paper, "Labor." A cattle raiser of Niobrara, Nebraska, tried out both methods, shipping cattle by truck and by railroad. On the railroad there was a shrinkage of 21 pounds for each animal; by truck there was a shrinkage of 98 pounds each. What the raiser saved on freight he much more than lost on the animals shipped by truck, where the value of the shrinkage amounted to \$12.34 on each animal. (C18)

Barley Hardest of Cereals

Barley, the hardest of all cereals, can be grown through a greater range of climate than any other. Its production dates from the most ancient times when it was used principally as an article of food. The production of barley ranks third among the cereal crops of the Dominion in acreage and total yield.—Canadian News Bulletin.

Mount Pelée's Anger

Mount Pelée is an active volcano on the northwestern side of Martinique, an island in the West Indies belonging to France. Notable eruptions of this volcano occurred in 1762, 1851, 1902 and 1906. During the eruption of May 8, 1902, a giant rock 1,000 feet high was forced out through the crater dome. The town of St. Pierre was completely destroyed and some 25,000 or 30,000 people were killed. In the fall of the same year another eruption killed about 2,000 persons.—Pathfinder Magazine.

Diplomacy

The little daughter of a landlady had renegaded through the effects of a new lodger, causing him much annoyance. After saying things to rights with many expressions of regret, the landlady told the child that she must go and apologize for her mischief. Complaining, she walked to the bottom of the stairs and called: "Oh, mister, I'm coming up to apologize to you, so please don't throw anything at me till I get it over with."

Origin of Christmas Cards

St. Henry Cole, an English social and educational reformer, invented the first Christmas card. It was six inches long and two inches wide, and depicted in the panels framed by a leafy wreath the acts of charity—clothing the needy and feeding the hungry.

Twelfth Night

Twelfth night is January 5, the eve of Twelfth day or the Feast of the Epiphany, twelve days after Christmas. Formerly this last of the Christmas holidays was the occasion of great merrymaking.

"What! You here again for money for a night's lodging? Why, I just want your money for that person last night!"

"I know it, mum, but a fellow's got to sleep some where."

Here and There

Grain shipments through the port of Montreal were nearly 400,000 bushels greater in 1931 than in 1930. Figures for the two years are: 1930, 721,595 bushels; 1931, 1,124,787 bushels.

Gold production from Northern Ontario mines in 1931 is estimated to have a value of \$43,000,000. Since mining began 25 years ago, about 200 million ounces of gold have been produced to a value of \$355,000,000 worth of gold.

The Monthlies comes to Mahomet through the University of Alberta give educational courses by radio four times a week, enabling those unable to attend in person to have the university taken to them.

Total value of all field crops produced in Canada in 1931 is estimated at \$431,251,000, of which wheat accounts for \$108,786,000. Hay and clover is the next most valuable crop, being put at \$112,561,000.

A solid block of blue granite hewn from the side of Mt. Sir Donald, in the Canadian Rockies, has been shipped to New Haven, Connecticut, to be incorporated in the new Strickland Memorial Building now being built at Yale University.

The five great branches of primary industry in Canada, as measured by the latest available statistics of value of production were agriculture, forestry, mining, electric power and fisheries, with the first having a production greater than all the four others combined.

Out for the E. W. Beatty mid-winter golf championship trophy to be fought for over the links of the Royal Colwood Golf Course, February 22-27, leading amateurs from Seattle have notified their intention to compete. Last year's cup winners from Victoria will also be off and there will be strong contingents from Vancouver and the Prairie Provinces as far east as Winnipeg.

Who is the Canadian Pacific pensioner with the longest service record? A controversy recently raging has been ended by the official statement that John Casser, of Vancouver, is "grand old man" of the company, with 48 years of service, closely followed by W. J. Grant, of Kamloops, with 47. They are respectively 81 and 78 years of age.

Highly pleased with their first experience of Canadian skiing country, delighted with Canadian hospitality and looking forward to future visits to the Dominion, the Oxford-Cambridge skiers sailed recently from Saint John to Liverpool aboard the Duchess of York. Matches between Canadian and British university ski teams will probably be a result of the visit.

Eyes of winter sport enthusiasts are now being focussed on the big event of the season on this continent, the 11th annual Eastern International Dog Sled Derby to be held February 22-24 at Quebec over a course of 122 miles, terminating with the Dog Derby Ball at the Chateau Frontenac. Outstanding dog mushers are entered for the event. (815)

Even for Last Year

She—Don't you ever get tired of being Bohemian?
He—Well, somewhat, yes! But I think of it, we never have to bother about washing.

DESCENDED FROM KINGS

He—They say Tom descended from kings.
She—Yes—and how!

WRONG AGAIN

Young man, in picking my daughter for your wife, you must have taken me for an old fool.
No sir, you are entirely wrong. I didn't take you to be over 1800 years old.

THE MAGNET

The girls all seem drawn to him even against their will.
Yes, he's very magnetic and when they meet themselves against him he's got 'em sure.

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BARGAINS IN WEEK-END FARES

Between any two points in Canada.

Round trip at regular one-way fare and a quarter.

Effective up to the end of February, 1932.

Good leaving Friday noon to Sunday noon, leaving destination on return trip up to midnight Monday (Standard Time.)

Enquire from any ticket office.

CANADIAN PACIFIC

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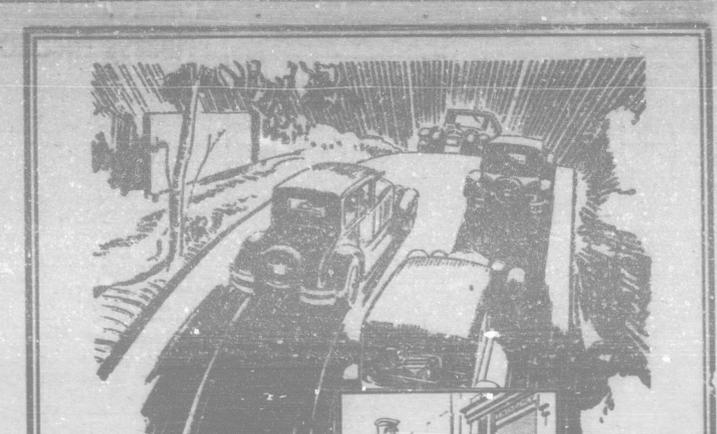
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CANADIAN PACIFIC



Never..

pass a car on a hill... or curve

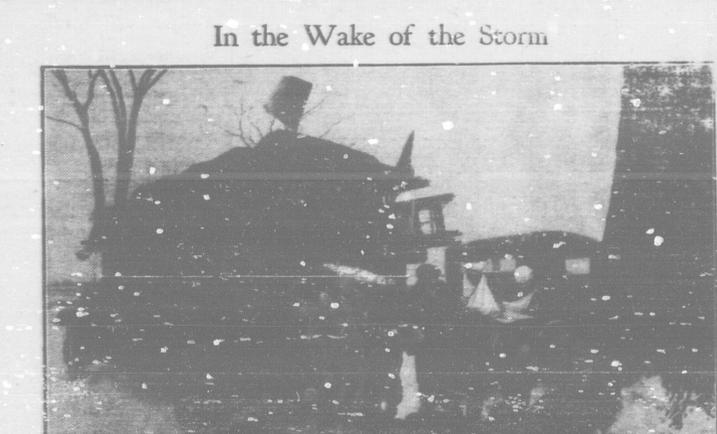
Experienced drivers of motor cars have learned that there is one rule of the road which cannot be violated without danger to life and limb... these seasoned drivers always keep in line when the road ahead is obscured.

Hill tops and curves are blind spots on the highway. You can't see what is coming toward you... and there's almost always sure to be another car coming around the curve or over the hill. The one safe rule is to stay on your side of the road... the right side.

Every time you take a chance that the road ahead may be clear, you jeopardize your own safety and the approaching motorist may be made an innocent victim of your carelessness... surely a heavy price to pay in conscience and cash.

After all you can observe the "Hill and Curve rule" for a whole season without losing as much as sixty minutes' time all told... Why not?

ONTARIO DEPARTMENT of HIGHWAYS



In the Wake of the Storm

Rain, sleet, a high wind, icy roads—every available telephone line was busy repairing storm damage. Being a five-passenger sedan skid and overturn in the ditch, Bell men, trained to render skilled First Aid, hurried to the scene. Two of the party are unconscious and the other three badly cut about the face and arms.

One of the telephone men attaches an emergency telephone to the wires and asks the operator in the nearest town to send a doctor. The other two linemen, staunch the flow of blood and revive the unconscious victims, working to such good purpose and so skillfully that when the doctor arrives he finds that all possible has been done and compliments the telephone men on their First Aid knowledge and prompt help. An oft-told tale of the modern highway.

Appoint New Heads to C.P.R. Departments

Canadian Pacific Railway Telegraphs Department has with the New Year, changed in name to the Department of Communications, having supervision over the telegraph, telephone and radio broadcasting services of the railway. To the head of the new department Mr. W. L. Neil is appointed as general manager, vice Mr. John McMillan, retired, and Mr. H. H. Goodfellow takes the position of assistant general manager.

Mr. T. Fawcett is appointed General Storekeeper of the Canadian Pacific Railway with headquarters at Montreal and Mr. A. A. Goodchild as general storekeeper, Eastern Lines, of the railway.

Mr. Neil joined the service of the Canadian Pacific Railway as an operator at Calgary in 1905, thus rising from the ranks to the highest post in the gift of his department. His first ten years of service were spent in the West and in 1915 he came as superintendent of traffic to Montreal. In 1922 he became assistant manager eastern lines and in 1924 assistant manager western lines. Since 1930 he has been in charge of the department and its present post at Montreal.

Mr. Fawcett entered the company's service in 1905 as clerk in the vice-president's office at Winnipeg. Passing through various positions always in the West he became general storekeeper western lines with office at Winnipeg in 1917 from which he is now promoted general store-keeper of the whole Canadian Pacific system with headquarters at Montreal.

Mr. Goodchild had already a record of work with British commercial firms in London and with the Grand Trunk in Canada before he joined the Canadian Pacific as a clerk in the Comptroller's office at Montreal in 1894. By October 1899 he had risen to the position of assistant auditor of disbursements. Similar auditor's appointments followed in 1901 and 1904 until in 1913 he became general store-keeper, eastern lines, from which post he now retires.

Advertise in THE CHAMPION. It Pays!