

The Advantage of "Purity"

Since Purity is a strong, rich flour with great expanding qualities, use 1 tablespoon less per cup if your cake recipe calls for ordinary pastry or soft wheat flour. If milk is called for, use half milk and half water (lukewarm) when using Purity Flour as milk alone tends to make the cake dry.



best for Cakes, Pies, Buns, Bread

Use 2 1/2 cups Purity Flour, 1/2 teaspoon salt, 1 cup shortening, 3/4 cup cold water. Mix flour and salt, cutting in the shortening until the mixture is like fine meal. Mix thoroughly with the water. Roll out thin, keeping it dry. This will make crust for two pies. For extra rich pastry use half butter and half lard.

Western Canada Flour Mills Co. Limited
Toronto, Ont.

T. & N. O. Railway Has Proved Very Profitable Investment

Great Riches Opened up Through Its Construction More to Follow. Value as a Colonizing Influence. Has High Place Among Railways of the Continent. Wonders of Temagami the Summer Resort on the T. & N. O.

The history of the Temiskaming and Northern Ontario Railway and the part it has played in the development of this North Land is interestingly sketched in The Canada News, edited by Peter Brown. The article is of such interest that it is reproduced herewith in part, "lest we forget." The Canada News says:—

"When the government of the Province of Ontario in 1902 commenced the construction of the Temiskaming and Northern Ontario Railway, the primary object was to make the great Clay Belt of Northern Ontario accessible for colonization.

"It was forecast that exploration of the district between Lake Nipissing and Lake Abitibi and northwest from Lake Temiskaming would result in the probable discovery of ore and minerals which would add greatly to the wealth of the Province.

"Seldom has a forecast been so wonderfully fulfilled, because though it was known that mineral discoveries of silver had been made in South Lorrain, and iron and copper showings were plentiful around Temagami, the Cobalt, Porcupine and Kirkland Lake precious metal areas were yet to be found and exploited.

"Originally projected and built as a colonization road the T. & N. O. rail-

way has, within the space of a few short years, developed into one of the outstanding railways of the Dominion, and though of comparatively small mileage—approximately 600—has impressed its individuality and success upon the general business conditions of the Province to which it owes its inception, and is ever progressing and expanding towards greater endeavour and achievement.

"Serving a wonderful section of Ontario—generally acknowledged as the richest in potential Mineral, Agricultural, Forest and Water Power wealth in the Dominion—the railway has been instrumental in opening up and developing the great riches of the several mining belts of Cobalt, South Lorrain, Gowanda, Kirkland Lake, Rouyn and the Porcupine District.

"It has also opened up and made available the vast Clay Belt region for agriculture and settlement, with the accompanying Hydro Electric Power for mines and mills and to drive the wheels of industry.

"The flourishing cities, towns, and villages along the Main Line and Branches of the Railway speaks for the permanence and reliability of its undertakings.

"The development of the previous Metal Areas has been phenomenal in

magnitude, and the present and future possibilities are to be thought of in terms of hundreds of millions of dollars of new wealth for prosperity and expansion of the Nation's business.

"With gold discoveries recorded in one hundred and ten (110) townships along the route of the T. & N. O. Rly., the Mining Industry appears to be insured for an unlimited field of operation for decades to come; as nowhere else on this Continent is there such a wide-known disposition of the precious metals.

"Government geologists have called attention to the great importance of Northern Ontario's Pre-Cambrian formation which extends to Hudson's Bay, occupying hundreds of thousands of square miles for future prospecting, the greatest known single exposure of this ancient rock formation in the world.

"Very little is known at present of the general geology and ore deposits but it is agreed that the age and formation of the rock revealed are very similar to those known and worked in the mineral belts already being exploited. However sufficient knowledge is available to make it reasonably certain that if geological work and prospecting are intelligently and persistently followed, results broadly similar to those already obtained will be met with.

"When construction reached Cobalt the great silver deposits were discovered and this assured its financial success from the start. Early in January, 1905, operation of the line from North Bay to New Liskeard, commenced, although the contractors had not finished ballasting the track.

"In 1908, a Branch Line from Englehart to Charlton, a distance of eight miles, was completed, opening up the splendid farming country around Long Lake and making the forest products accessible. By this time the line had been completed to Cochrane, the junction of the Transcontinental Railway, 253 miles from North Bay.

"Owing to the rapid development of the Porcupine Gold Camp, preliminary surveys were made in 1910 for a Branch Line into that district. The Track-laying started early in 1911, and on July 1st, 1911, the Branch was opened for service to South Porcupine, a distance of 26.7 miles. Construction was pushed forward and in March, 1912, the Branch was completed through to Timmins, a distance of 33.1 miles, and regular service in operation.

"Early in 1912 owing to the development which had taken place in the Elk Lake and Gowanda Districts, construction on the Elk Lake Branch from Earleton Junction was commenced and on February 5th, 1923, a regular service between Earleton Junction and Elk Lake was inaugurated.

"The Abitibi Power and Paper Co., having acquired the Abitibi Pulp Limit from the Ontario Government started in to develop the water power at Iroquois Falls and to erect a Pulp Mill of 150 tons capacity. A Branch Line was at the same time started from Porquus Junction to serve this industry. The Branch was as far completed by September, 1913, as to permit of handling the construction material for the Abitibi Power and the Paper Company. This mill has since been enlarged until today it has the capacity of over 550 tons of newsprint paper per day.

"For some years the construction of a spur line from Timmins to the Matagami River, a distance of about 3 miles, for the handling of the large quantities of forest products, which come down the river, was under consideration. This work was started in May, 1911, and the spur opened for traffic in August, 1919.

"The collection of information with respect to navigation and harbours on James Bay, and the resources of that territory had been in progress for a number of years, and in January, 1922, a contract was let for the first 70 miles north of Cochrane. In November, 1923, the first 43 miles to Island Falls Junction was placed in operation with a tri-weekly service, the balance of the 70 miles practically completed and further construction north is now under way.

"The South Lorrain section, to the east of Cobalt, developed its silver resources to such an extent that in the spring of 1924, construction of a Branch Line from Cobalt was started a distance of about 20 miles. Work on this Branch was pushed through and a freight and passenger service established November 9, 1924.

"The Kirkland Lake-Larder Section, to the east of Swastika, assumed such importance that in the spring of 1924, construction of a Line under the Nipissing Central Railway Company's Charter, was started, and this line was completed to Larder Lake, a distance of 22.5 miles and opened for operation November 9th, 1924.

"Mining developments in the Lake Fortune and Rouyn Districts, further east, were such that a further extension into these districts—an additional 37 miles—was decided upon. This work was proceeded with the line completed through to Rouyn, Quebec, and a freight and passenger service established, November 28th, 1927.

"The proven and potential wealth of this Great Northland is attracting the attention of the whole world.

"There are 15,680,000 acres of good farm land in Northern Ontario, affording an unequalled opportunity for those desirous of going in for mixed and dairy farming—as the farmer of Northern Ontario finds a ready market in the district, owing to the ever-increasing activities in Lumbering, Mining, Pulp, Paper and Hydro development and general industry.

"In Northern Ontario there are lakes and rivers that teem with fish. There are forests that abound with game, and for a holiday there is no section that can compare with the Temagami Forest Reserve—with its virgin pine for-

ests in the midst of which lies Lake Temagami with its 1600 islands and 3000 miles of shore line.

"Transcontinental Passengers—east or west bound—should request routing via the T. & N. O. Rly., which, at no additional cost, will enable them to see the natural resources of this wonderfully rich part of the Province.

"The T. & N. O. Rly., is an important link between Eastern and Western Canada, connecting with the Canadian National Railways at North Bay and Cochrane.

"To the Emigrant from the British Isles, Northern Ontario is hundreds of miles closer than the prairie provinces. It is a section of Canada that is being rapidly settled. To some it will seem incredible that it is about double the size of Manitoba and some 20,000 square miles larger than the British Isles, being 140,000 square miles in extent. It is a land of far stretching forests and innumerable lakes and streams—inviting the Miner, the Lumberer, the Capitalist and the Tourist. Northern Ontario is already traversed by about 3,000 miles of steam railways. Further construction is rapidly progressing and will progress until all the railways form a convenient network as in the older part of the Province to the South.

"Leaving North Bay, the route of the Temiskaming and Northern Railway traverses a district of lake land rivers, mineral ranges, forests and rich agricultural country.

"Resting in the midst of the green wilderness of the Temagami Forest Reserve (50 miles by 60 miles) like some gigantic octopus with its innumerable legs and arms and feelers stretching out in every direction into this wonder land of evergreen hills, lies Lake Temagami. Temagami, pronounced (temog-a-me) with a full open, chested tone. How the very sound of this Indian word for "deep water" carries one off into the pine woods. In it you hear the sound of flapping waters and rustling firs; from it you catch the odour of the balsams and the pine trees, and with it settles down in your heart the "Peace of perfect days."

"Here you must come if you really wish to enjoy Nature. Here are no conventional settlers' clearings. Here are no saw-mills sending out trails of black smoke, and mountains of bark and saw-dust to poison the clear air and pollute the crystal waters. Half a mile after leaving the T. & N. O. Railway at Temagami station you are in the bosom of the unbroken forest, surrounded by shores of pine and balsam and fir, and lost in labyrinth of islands and inlets and channels stretching for

interminable distances north and south and east and west. All is yet as Nature left it—rolling hillsides clad in terminable green, islands and islets like emerald gems set in a field of bluest blue, and this it will be for the next, and the next and the succeeding generations.

"Matchless Temagami! Thou art to the wearied denizen of the busy haunts of men a haven of peace and rest.

"Imagine this lake with its 1,600 islands and islets. There are 1,259 islands surveyed and marked on the Government map, ready for leasing to the prospective cottager. Visiting four islands every day, and remaining forty days each year, it would take you ten years to merely pay each one a flying visit.

"Think of Temagami with its 3,000 miles of shore line! If you paddled around it once to explore its beauties you would have a canoe trip from Halifax to Vancouver and on some 200 miles into the Pacific Ocean. All this you may have without once making a carry or leaving the waters of Lake Temagami.

"What makes Temagami such an unrivalled, health resort?

"Why do a few weeks in these forests wilds reconstruct a broken-down physical constitution and give a tired, worn out man a new lease of life, sending him back to his work with such a store of energy that he finds the ten months of following toll a thing to be enjoyed rather than to be feared? Temagami's advantages may be enumerated as follows:—

"It lies over 1,000 feet above sea level. If on some heated August day in New York you were carried 1,000 feet above the top of the Metropolitan Life Tower, you can imagine the change in climatic conditions which would result. Temagami is not only 1,000 feet above the level of New York, but it is 500 miles farther north. Latitude and altitude unite in giving a clear, dry, rarefied atmosphere."

Publishers Syndicate:—Three great factors in American civilization—parcel post, Saturday Evening Post and Emily Post.

Blairmore (Alberta) Enterprise:—Last week we happened to refer to a rumour being current to the effect that a lady member of the Blairmore teaching staff was soon to forsake single blessedness. We had no idea that the cap might fit any more than one person, but we have been bawled out by several.

New York Evening Post:—There are now said to be in the United States enough automobiles to permit every man, woman and child to ride at the same time, but, with no pedestrians at large, there would be little sport in such a move.

Digests Easily
SCOTT'S
EMULSION



Business men appreciate the competent service with which business accounts are handled by The Dominion Bank.

THE DOMINION BANK
TIMMINS BRANCH
John L. Hunt, Manager

For Sure Results Try Our Want Ad Column

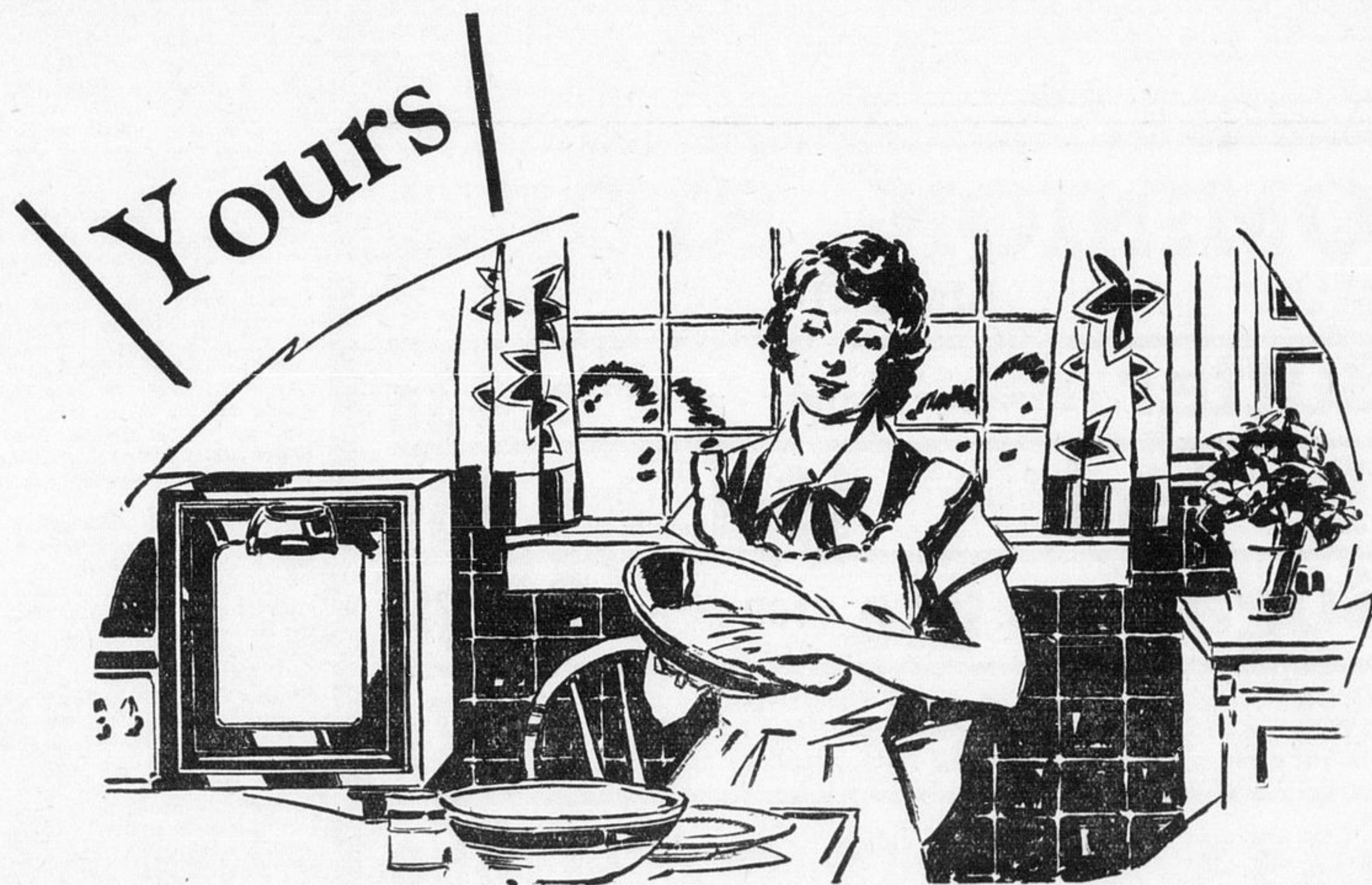
There are **96** reasons for **CHEVROLET** supremacy

THERE are ninety-six reasons why Chevrolet is the world's most popular automobile. They are the ninety-six superiority features that distinguish the Outstanding Chevrolet. From the smooth, powerful Chevrolet Six-Cylinder engine to the masterly Fisher Bodies . . . every feature of the Outstanding Chevrolet is a quality feature, designed to give better performance, greater satisfaction and longer life.

Your Chevrolet dealer will be glad to show you the ninety-six reasons for Chevrolet supremacy. Better still, he will arrange a demonstration for you . . . and let you see in action the results of Chevrolet's spectacular array of quality features. Come in and investigate this amazing Six, in the price range of the four.

The **Outstanding CHEVROLET**
Timmins Garage Co. Ltd.
Timmins, Ontario

PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED



... for only a small down payment — the balance out of your household budget

This easy way of buying electric cookery is just what you have been waiting for.

Put cool, clean comfort in your kitchen this modern way. End food wastage. Conserve all the nourishing elements. Give your family the tastiest meals they have ever enjoyed.

There is no fuss or bother when you cook electrically. Just snap the switch . . . and perfect cooking heat is available for as long as you want it.

Arrange for YOUR installation today.



FREE

This beautiful three-piece silver tea service will be given FREE, to every purchaser of an Electric Range during this sale.

PAY ONLY \$5.00 DOWN
the balance spread over two years

Canada Northern Power Corporation, Limited
Controlling and Operating
Northern Ontario Power Company, Limited
Northern Quebec Power Company, Limited