



**WOOD TIMBER LIMIT TENDERS FOR PULP.**

Tenders will be received by the undersigned up to and including Monday, 26th August, 1929, for the right to cut the Pulpwood and such other classes of timber as the stipulated conditions may require, on an area situated in the District of Sudbury.

For Further Particulars as to Terms and Conditions of Tender and Sale apply to the undersigned, or to Mr. J. G. McCaw, Acting Crown Timber Agent, Sudbury.

WM. FINLAYSON,  
Minister of Lands and Forests  
N.B.—No unauthorized publication of this Notice will be paid for.  
Toronto—May 1st, 1929.

**TRYING TO FIND PROCESS TO DEVELOP LOW-GRADE ORE**

Announcement was made at Toronto last week that the Ontario Government has appointed J. R. Gordon of the Deloro Research Laboratories, Welland, to the metallurgical division of the Ontario Research Foundation for the purpose of experimenting to find a process of beneficiation or reduction of Ontario's low grade ores. This step follows the statement made by Hon. Charles McCrea, Minister of Mines, recently at Fort William, that one of the first jobs assigned by the Prime Minister to the newly organized research bureau is to attempt to solve the development of the vast low-grade and unsaleable deposits of iron in Northern Ontario.

Sudbury Star—The Prince of Wales thinks if diplomats were to play golf together the diplomacy would be improved. But we are wondering about the golf.

**IF YOU LIKE OLIVES YOU'LL LIKE INVINCIBLE OLIVES BETTER**

**McLAREN'S INVINCIBLE OLIVES**

"INVINCIBLE IN NAME AND IN QUALITY"

McLARENS LIMITED - HAMILTON, ONT.

**MOST AUTO ACCIDENTS DUE TO SPEED OR CARELESSNESS**

In an editorial in The Barrie Examiner recently there was a thoughtful discussion of the appalling loss of life through the province from so-called automobile "accidents." The Examiner says, in part—

"There is no need of mincing matters over the cause of the appalling increase in fatalities on the province's highways. Ninety per cent. of them are due to speed and the taking of unnecessary risks. There has scarcely been an accident in the last three years between Barrie and Toronto which cannot, after being fully analyzed, be attributed to speed. When the speed limit was 25 miles an hour autos were travelling 35 and more, since it was increased to 35 miles an hour most cars are travelling 40 to 50. There is no secret about that, most everybody knows.

And if further proof is needed that speeding is the cause of most of these regrettable accidents look at Quebec's record, where the speed limit in the country is 30 miles for passenger cars and 15 miles for trucks, 8 miles an hour for all vehicles on curves, grades, road crossings and on bridges. In Quebec in 1928 the toll of lives taken through motor accidents numbered 60; in Ontario, 477. Even so, the Quebec Government's report says: "These accidents are due to a variety of causes, the principal of which are drivers' neglect and speeding."

Huntingdon Gleaner—Percy Black is a farmer of the Homfield, Manitoba district. He was out motoring and stuck his arm out the window to signal his intention to make a turn. Another car was coming alongside and struck his arm, jamming it against the window, with the result that it was so seriously injured that the doctors in Winnipeg found it necessary to amputate.

**1929 Edition of Canada Year Book Now Announced**

The publication of the 1929 edition of the Canada Year Book is announced by the General Statistics Branch of the Dominion Bureau of Statistics. The Year Book which is now ready for distribution, is the official statistical annual of the resources, history, institutions and social and economic conditions of the Dominion. The present volume has been thoroughly revised throughout and includes in all its chapters the latest information available up to the date of going to press.

This 1929 issue of the Canada Year Book extends to 1070 pages and is preceded by an introduction including a statistical summary of the progress of Canada from 1871 to 1928. There are twenty-seven chapters in the main part of the volume. The first of these deals with physiography, including geography, geology, seismology, the flora of Canada, the fauna of Canada, the natural resources of Canada and the climate and meteorology. Chapter II is concerned with history and chronology and Chapter III with constitution and government, including facts relating to the recent appointments of Canadian representatives in other countries. Chapters IV, V, and VI deal with the composition of the population as shown by the census, with vital statistics and with immigration respectively, these three together covering the great subject of demography and the last including a statement on immigration policy. Chapter VII is a general survey of production, bringing together the data from the different fields of Canadian production in such a way as to eliminate duplication of values as between different industries. Chapters VIII to XV inclusive discuss production in the different leading industries of the country, agriculture, forestry, the fur trade, fisheries, mines and minerals, water powers, manufactures and construction. External trade is dealt with in Chapter XVI, which includes a study of the tourist trade of Canada and the balance of international payments. Chapter XVII treats of internal trade and includes a summary of the first census of trading establishments ever taken in Canada. The various facilities for transportation and communication in Canada are discussed in Chapter XVIII, including steam railways, electric railways, express companies, roads and highways, motor vehicles, air navigation, canals, shipping and navigation, telegraphs, telephones and post office. Chapter XIX is concerned with labour, wages and cost of living, and Chapter XX with prices, including wholesale and retail prices of commodities, security prices, prices of services, interest rates and import and export valuations. The public finance of Canada, Dominion, provincial and municipal, is the subject of Chapter XXI, which also includes a discussion of national wealth and income. Chapter XXII, on private finance, deals with currency and banking, loan and trust companies, insurance and commercial failures. Chapters XXIII and XXIV take up the subject of education and public health and benevolence respectively, while Chapter XXV is concerned with miscellaneous administration. The sources of official statistical and other information relative to Canada are given in Chapter XXVI, together with a list of the publications of the Dominion and provincial governments. The concluding Chapter XXVII reviews Dominion and provincial legislation of 1928, principal events of the year, Canadian books of the year and official appointments. The volume is illustrated by many maps and diagrams.

Among the more important special features incorporated in the present edition are the following: a study of the occupations of the people as shown by the census of 1921; a survey of production in 1928; a thoroughly revised chapter on forestry; new material on the administration of the Dominion and provincial mineral lands and on mining legislation; details of the census of manufacturers for 1926 and summary figures for 1927; a study of Canada's balance of international payments; a summary of the results of the first Canadian census of trading establishments; the first statistics of the operation of the old age pensions systems; a general survey of Dominion and provincial labour legislation as in 1928; a list of the more important Canadian books published in 1928. The appendix contains preliminary figures on immigration and trade for the fiscal years ended March 31, 1929.

The Canada Year Book may be obtained free of charge from the Dominion Statistician by Government Departments, public libraries, journalists and educationalists.

Glasgow Herald—Did you hear about the terrible accident? A Scotchman eating a pig's knuckle ate all the way up to his elbow before he discovered his mistake.

**CANADA NORTHERN'S 2ND CUSTOMER OWNERSHIP PLAN**

Another Offering of Preferred Stock in Big Public Utility Concern for Customers of Firm

Announcement is made today by Mr. B. V. Harrison, General Manager and Director of Canada Northern Power Corporation, Limited, of the Company's intention to launch its second customer ownership campaign, starting September 3rd next. 5,000 shares of the company's 7 p.c. Cumulative Preferred Stock will be offered to customers and other friends of the company, and in order to permit as many as possible to take advantage of this partnership offer, a limit of 10 shares to anyone customer has been set.

The company's first offer of its preferred stock to its customers was made 12 months ago. At that time only 2,500 shares were available and the campaign was originally advertised to last for 10 days. So eager were the customers to secure this stock, however, that the campaign closed in four days time with a heavy over-subscription. Many customers who wished to buy were disappointed.

"Our customers appreciate the opportunity we extended to them last year" declared Mr. Harrison in an interview, "and many of those who purchased stock last year have expressed desire to add to their holdings. Customer Ownership is a move in the right direction. It means distribution of the ownership of the company amongst the people the company serves, the people on whom it depends for goodwill and patronage. As a result of our campaign of last year there have been many evidences during the past 12 months of increased good-will and co-operation between customers and the company. Those who were fortunate to secure stock last year have every reason to congratulate themselves. The purchase made them profit-sharing-partners in a strong established and successful power company—and a home company too.

"The growing business of the company makes this second partnership opportunity available to our customers. New capital is required for our new power developments, extensions to our plants and services. This capital could be secured through regular investment channels, but we prefer to offer this opportunity amongst the people whom we know and serve. During the past 12 months we have added 500 new customers, while the demand for our power service for the mines and other industries is steadily increasing.

"It is interesting to note that ever since the preferred stock of the company was issued, dividends on it have been earned and paid on the due date. The company's earnings today are sufficient to provide preferred dividend requirements 3 1/2 times after allowing for all bond interest.

"We are offering these shares of course, not as a speculation, but as a high-grade investment which they are—a safe place for our customers to

place their savings and to receive on them a good yield as well as giving them a financial interest in the company. We are limiting this offer to the people living in the 18 communities served by the company and its subsidiaries—Northern Ontario Power Company, Limited, Northern Quebec Power Company, Limited, and Great Northern Power Company, Limited,—and in order to make it possible for the people of moderate means to become associated with us as profit-sharing partners, an easy payment plan of purchasing these shares will be adopted."

Manchester Guardian—A correspondent assures us that the following notice has been posted around about an electric station in Donegal: "Beware—To touch these wires is instant death. Anyone found doing so will be prosecuted."

Toronto Mail and Empire—Perhaps the most puzzling thing about Tibet, calling the Land of Mystery in a new book title, is how each new explorer who manages to get into the place is the first.

**WOMAN SO SICK COULD NOT WORK**

Helped by Taking Lydia E. Pinkham's Vegetable Compound

Grainland, Sask.—"I am glad that I heard of that good Lydia E. Pinkham's medicine and I will not be without it again. I was so sick that I could not work at all and could not sew on the machine. My aunt told me of Lydia E. Pinkham's Vegetable Compound and now I am telling all of my friends how good it is and I will answer all letters I get from women."

—MRS. MARY SCHULTZ, Grainland, Sask.



**When do we eat?**

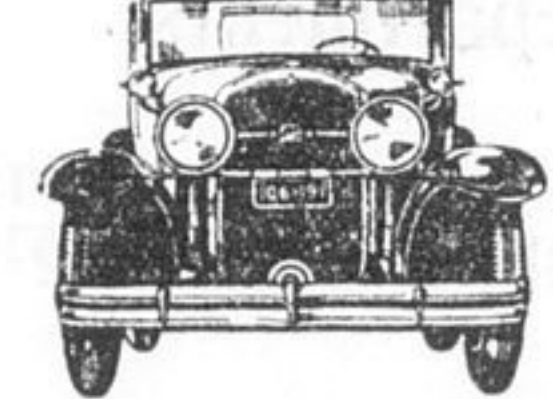


"A hundred miles from nowhere" you'll always have pure, rich, delicious milk—if you have Carnation. Great for creaming coffee. Fine for cooking. And just as fine for everyday use when you get back home.

Write for Mary Blake Cook Book  
Carnation Milk Products Co., Limited  
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on the label means EVAPORATED MILK of highest quality

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- Three New Wheelbases
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- New Road-Shock Eliminators
- New Controlled-Servo 4-Wheel Brakes
- Internal Expanding
- New More Beautiful Fisher Bodies
- New Luxurious Interiors
- New Non-Glare Windshield
- New Lower Prices

Marshall - Ecclestone, Ltd  
Timmings, Ont.

IT'S BETTER BECAUSE IT'S CANADIAN

**SOME DAY!**

There is perhaps some much desired thing that you are looking forward to some day. It may be a home, a trip or some cherished dream of your own. Whatever it is, regular deposits in a Savings Account in this Bank will bring realization closer.



It is a simple matter to open an Account with us.  
Interest compounded half yearly.

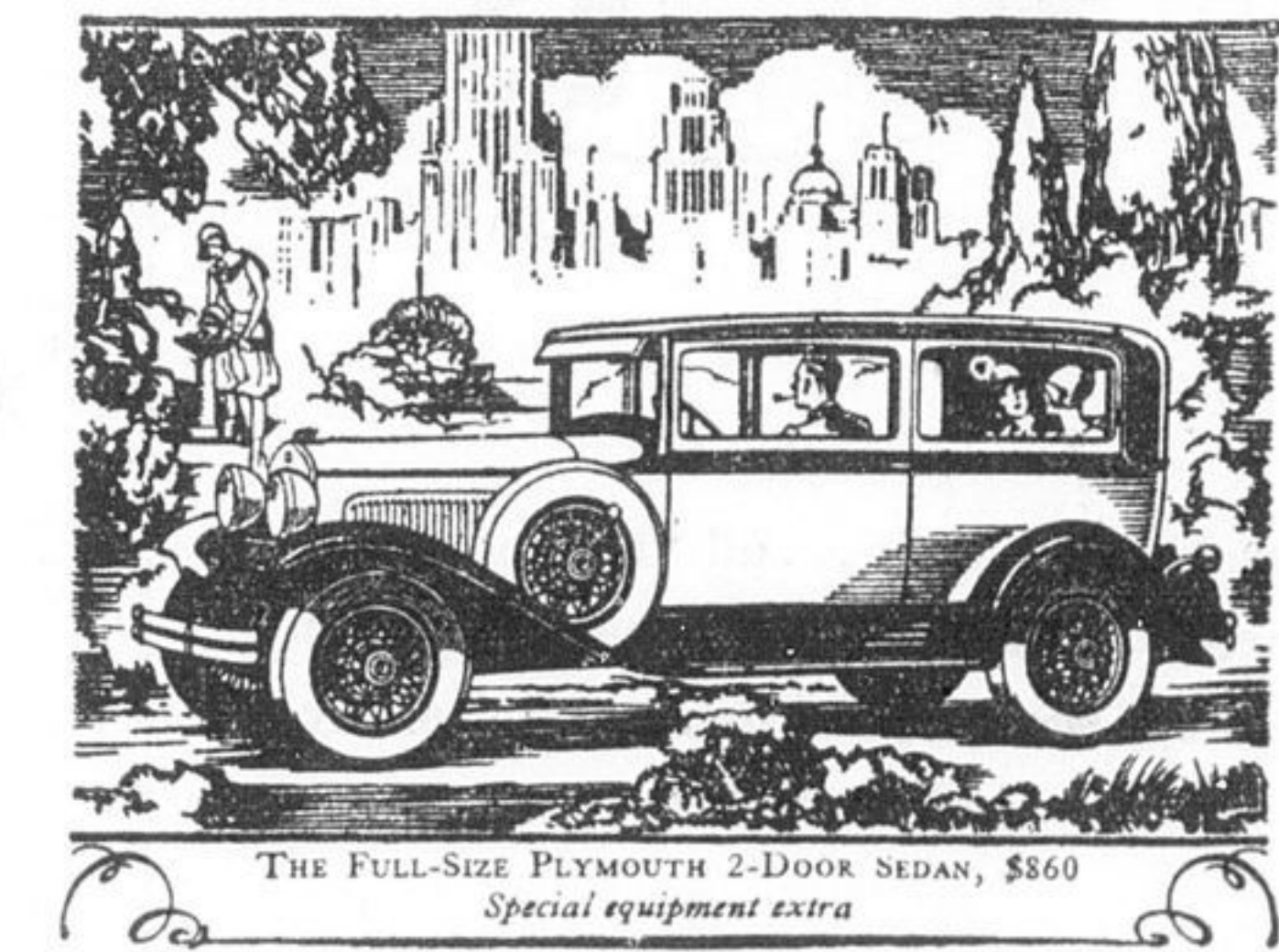


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ESTABLISHED 1832

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Total Assets over \$265,000,000

J. A. McLEOD, General Manager, Toronto

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THE FULL-SIZE PLYMOUTH 2-DOOR SEDAN, \$860  
Special equipment extra

**Results heretofore unheard of in a Low-Priced motor car**



EVERY day brings additional emphasis to the self-evident fact that the improved Plymouth is today's great example of progress in the field of low-priced motor cars.

There never before has been a low-priced car of Plymouth's full-size roominess, restful comfort and attractive appearance.

There never before has been a low-priced car of such strength and stability of construction.

There never before has been a car at anywhere near the price that could be driven comfortably at top speed hour after hour.

There never before has been a car in the low-priced field so smooth and flexible.

Plymouth, bear in mind, is the only low-priced car with the advanced scientific advantages of Chrysler engineering. That, in and of itself, explains the thrilling superiority of Plymouth performance in every respect.

Plymouth is the only low-priced motor car with Chrysler weatherproof 4-wheel hydraulic brakes. That is the reason why

\$820 and upwards f.o.b. Windsor

Plymouth owners drive with such confidence. It is simply impossible to appreciate all that today's Plymouth is and does until you sit in the driver's seat and get the actual feel of the car. We invite you to test Plymouth in your own way.

Coupe, \$820; Roadster (with rumble seat), \$850; 2-Door Sedan, \$860; Touring, \$870; De Luxe Coupe (with rumble seat), \$870; 4-Door Sedan, \$890. All prices f. o. b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

**PLYMOUTH**  
CANADA'S LOWEST-PRICED FULL-SIZE CAR

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