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INTEREST NOW ROUSING UP IN SOFTBALL IN THE NORTH

"Observer" writing in the column, "Sportology" in The North Bay Nugget last week says:—"Like the bear who is now blinking his eye in the hope that conditions will permit him to leave his nest next week, the softballers, both ladies and gents, are scanning the horizon for the first dawn of their season. It's been a long spell since this faction has been active, but don't be misled by believing that they haven't been doing something to keep to keep the sport to the fore. The Northern Ontario Ladies' Softball Association is astir and plans for the annual re-union will soon be in the making. The association, considering everything, had a successful season in its inaugural year, but the big advance is looked for during the current season. It has proved to be a mighty task to cement relations between clubs as widely separated as Cochrane, Sault Ste. Marie and Pembroke, but the officials are convinced that they will succeed. Hearty co-operation on the part of the clubs concerned will be required in order to perfect the organization and from experiences to date it has been learned that those in the extreme corners of the vast expanse are the most ready to lend a helping hand. One thing that must be kept in mind this season is that the playoffs must be staged earlier than was the case last year. It matters not how long Southern Ontario clubs prolong their season, Northern Ontario's climate will not permit of gambling with the weather-man after September passes out. The handsome trophy awarded by Premier G. Howard Ferguson as a championship emblem is now being manufactured. It will be three feet high and will be one of the most valuable and highly prized bits of silverware in competition. It will bear a plaque of the donor. This part is being made in England."

TRANS-CANADA HIGHWAY WILL HELP TOURIST TRADE

Dominion's Main Street Will Pay Enormous Dividends, Because of Its Superiority in Scenery to all Other Types of Attractions.

Readers in the North Land should be especially interested in the proposed motor road across Canada. The logical route for such a road seems to be through this part of the North Land, following the Ferguson highway.

A. R. Mackay, in writing on the subject in one of the Toronto newspapers says:—

"The cost of the trans-Canada highway is not an insurmountable obstacle. Indeed, if the whole matter is viewed in the perspective of its importance, the cost is of secondary consideration. A first highway should be accomplished by building the links which are at present missing between existing lengths of highway. That would make travel by motor car across Canada in a normal way, possible for the first time in history. It would be an epoch-making achievement and one well worth the cost. The motor traffic, however, which would be at once thrown upon it would demonstrate the immediate need of constructing a modern main motorway, broad, straight and of durable hard surface. The Right Hon. Mackenzie King told parliament last spring that according to engineering estimates, a trans-Canada highway would cost \$200,000,000. It may be that this figure was given to alarm his hearers and cause them to abandon the objective of the highway. But it is no secret that by using the highways which exist and by constructing the necessary links a trans-Canada highway of a fairly serviceable standard could be achieved for a fraction of that amount and in reasonably short time. And suppose the later constructed real modern motor main highway from the Atlantic to the Pacific should cost \$200,000,000 let me hasten to say that, in my opinion, Canada can well afford to finance that undertaking. It would have a life of at least 30 or 40 years and well within that period it would return to Canadians the total investment and a great deal more.

"In the first place, during construction the money would be spent in Canada for labour and material. That itself would provide thousands of workers and their families with a good living for several years. It would bring back to Canada some of that prosperity which was known to working men when the railway companies were building their main lines. So much is that the case, it is difficult to understand why representatives of labour in parliament would oppose the building of the trans-Canada highway or how they justify their action to their supporters when they do so.

"In the second place, no sooner would the highway be constructed than it would earn big dividends for the people in Canada and continue to pay big wages to thousands. The railways have done this in the past and continue to do so. It is the same with main highways which require to be maintained from year to year and which bring in their train many new activities all calling for workers and so creating pay sheets. Labour leaders should get this point of view when important undertakings such as the trans-Canada highway are under consideration.

"For the rest of the financial picture, it is quite certain that the cost of the highway and of its maintenance will be paid for through increased trade and commerce which the highway will itself develop. The guarantee of this lies in the fact that there are something like 26,000,000 motor vehicles on the North American continent and the further fact that Canada is a magnificent country for motor tourists to visit and explore; and its opportunities for settlement and development are still so very great. The trans-Canada highway would throw open a gateway to motor tourist traffic on a scale which is not ever dreamed of. Instead of \$276,000,000 which was the estimated turnover in 1928 in motor tourist money spent in Canada, the figures would rapidly move towards one billion dollars per annum. Building a transcontinental and other necessary main motor highways in Canada is in every sense of the word a splendid investment of capital in that it would provide essential equipment and is available in very large figures, but which Canada cannot

KIDNEYS



"For three years I have been troubled with kidney trouble, and could scarcely walk for pain. Last Christmas a friend of mine came to stay with us for a few days and brought with her a bottle of Kruschen Salts, and gave me a good dose. After about a week, taking a little every morning, I found the trouble leaving me, and I could walk well. I have taken Kruschen regularly until a month ago, and then I thought I could manage without them, but last week the old trouble came back again. I immediately got a bottle of Kruschen Salts then and there, and I feel quite a new woman again. I am so grateful that I thought I would write and let you know what I think of your wonderful Salts."

Original letter on file for inspection. —(Mrs.) K. H.

Kruschen Salts is obtainable at drug and department stores in Canada at 75c. a bottle. A bottle contains enough to last for 4 or 5 months—good health for half-a-cent a day.

MEETING AT NEW LISKEARD FAVOURS 160-ACRE FARMS

A despatch last week from New Liskeard says:—"The provincial government policy of 80-acre farms for settlers in the North came in for some criticism at New Liskeard last week at the annual meeting held by A. J. Kennedy, M.P.P., for Temiskaming, and attended by the mayor, Reeves and road commissioners of his riding. Joseph Sheedy, Casey township, wanted the meeting to ask the Ontario authorities to reconsider their stand and go back to the system of quarter sections that the host said the purpose of the gathering was for an exchange of views only. It was the desire of the meeting, said Mr. Kennedy, to get back to 160-acre farms, he would do what he could to help. Although no vote was taken, it was apparent from the applause which followed Mr. Sheedy's remarks that he had the sympathy of many in the hall. Mr. Kennedy himself favoured 100 acres rather than 80 acres, while Harry Morel, M.P.P., for Nipissing, present as a guest, thought 80 acres looked rather small. Mr. Morel said the idea was first proposed for the Kapuskasing conditions, where people were locating on land simply for the timber, but conditions were somewhat different in this section, where homes were being made and the settlers were here to stay. Mr. Kennedy declared much of the land held is not worked. He knew some men who had too much land, and he said that, while there were cases where 80 acres were not enough, taking the district all through, there were many places where there were comparatively small clearings. Mr. Sheedy's view was that the strongest argument for 160-acre farms was to be found in the records of the dairy industry of Temiskaming, and he had "to be shown how to run a dairy farm on 80 acres." The business session was followed by a banquet tendered by the member for the riding. Mr. Morel told the delegates he was so impressed with the meeting that he thought he would call the Nipissing people into a similar gathering next year."

enjoy in full measure without such increased equipment.

"There is therefore assembled in the picture before us a unique combination and a particularly happy one for Canada. For no one will deny that for important national reasons the trans-Canada highway should be built and no well-informed person can successfully deny that there is a really large commercial opportunity in the background which will pay all bills. The sequence of events is clear and Canada must function through the Federal government. She should finance the building of the transcontinental motor highway which she requires for national reasons, largely with borrowed money, which money will be set free among her workers during the construction period, thus increasing prosperity throughout the country. Before that highway is fully completed, Canada will find herself catering for and receiving an almost inconceivable quantity of trade and commerce centred on motor tourist traffic coming in to travel it from the United States. The highway will also simultaneously develop increased trade and travel among Canadians themselves, and from that resulting increase of business and prosperity, Canada will much more than pay the entire cost within the life of the highway. Thus will her national requirements be paid for by simply using her national commercial opportunity.

"It is not possible to seriously doubt the commercial opportunity because it is there, back of the trans-Canada highway, and it beggars anything known to the men who planned the Canadian Pacific Railway and it is less necessary to be skeptical of it. The guarantee as I have already mentioned, lies in the population of perhaps 135,000,000 people on the North American continent, and the 26,000,000 motor vehicles which they possess and operate. It lies in the well established and growing tendency of modern life and world development. No country on its earth, down to the present time, ever had such a magnificent opportunity presented to it in the matter of motor tourist traffic as Canada has before her to-day. Tourist traffic is definitely known to be very lucrative and productive of wealth for the country lucky enough to receive it. It is already ranked as the second largest industry in Canada and the motor end of it is capable of almost unlimited expansion.

EXTENSION OF T.&N.O. WILL OPEN UP TREASURE LAND

Col. L. T. Martin, T. & N. O. Commissioner, Believes Country North of Cochrane is Land of Vast Riches.

In an interview at Ottawa the other day Col. L. T. Martin, one of the commissioners of the T. & N. O. Railway, spoke of the new territory, rich in natural resources of tremendous value to the province of Ontario, that will be opened up by the extension of the T. & N. O. from the end of steel at Coral Rapids 97 miles north of Cochrane to James Bay, as planned by the T. & N. O. Railway Commission and by the Ontario Government.

Col. Martin, who is the vice-chairman of the T. & N. O. Commission, pointed out that from the present end of steel, the line is to extend to a point on the Moose river, a distance of about forty-five miles. This is the present forward movement. Tenders for this piece of construction work are to be opened on Tuesday, Feb. 18th. Work will then begin at once. Col. Martin said that it was hoped that this part of the line would be ready for use early in the fall of this year. After this is done engineers will then select a terminal on James Bay, to which a further extension will be made from the Moose river. When the crossing over the Moose river is decided and the James Bay terminal chosen, final work will begin so that trains to the Bay can be run late in 1931 or early in 1932.

"First in importance in connection with the new line from the end of steel to the crossing of the Moose River," explained Colonel Martin, "is the lignite coal field at Blacksmith Rapids on the Athabasca river. The line will run practically through the centre of this field. It is estimated that there are fully 60,000,000 tons of high grade lignite in this area. Drilling and exploration work is being continued by the Ontario Government to the west of the Athabasca towards the Mattagami River than the engineers have found an improvement in the quality of the lignite and they anticipate further improvement to the westward. There are high expectations that good bituminous coal may ultimately be found. Within a few miles of this lignite field there is an abundance of water power available, which can be developed economically.

"Adjacent to the new line there are also rich deposits of gypsum, china clay, fire brick clay and other resources. Considerable work in the development of these resources is being done and there are bright prospects that industries may eventually be established in different districts."

Colonel Martin ventured the opinion that discovery of oil in the region is well within bounds of possibility. He pointed out that several companies were now exploring and drilling areas which seemed geologically favourable to oil.

T. & N. O. engineers, he said, have considered carefully the locations of the Moose River crossing and James Bay terminal. A bridge 1,500 feet long will be needed to cross the river. Upon the line's completion, a train will be able to reach the Bay from Ottawa or Toronto in 26 hours.

The railway itself has never been in better condition, declared Colonel Martin, as regards rolling stock and equipment. Although traffic dropped away somewhat in the latter part of 1929, in common with railways throughout North America, the Commission feels sure business will be flourishing again before long, Colonel Martin said.

"There is a great future in Northern Ontario, greater than perhaps some of the most sanguinary prophets imagine," Colonel Martin stated. "In addition to the abundance of natural resources in this comparatively new country, there are great attractions for sport and outdoor recreation, equal to those in any part of the Dominion.

"Many people may think the climate northward from Cochrane is very severe for the greater part of the year. While there may be periods in the winter months when the thermometer registers lower temperatures than those recorded in Ottawa or Toronto, the fact is that from the latter part of May until early October there is comparatively little difference between the climate of Northern Ontario and that of the central part of the province."

URGES PLANTING OF TREES ON LAND THAT IS POOR

The Department of Forestry for Ontario is running a series of advertisements in the rural press at the present time inviting inquiries from farmers and others regarding forest trees for their land and how to care for their wood lots. One of the first announcements of the departments is headed "Look at that profitless land—plant trees on it."

In this connection the following statement is made:

"Land that never will make good grain fields, raise good root crops or pay as pasture, often makes excellent wood land—and benefits the rest of the farm. The Ontario Government supplies, free, from its nurseries 3,500 young forest trees to any Ontario farmer who requires them for reforestation. Reforested land is free of taxation—up to ten per cent. of the holdings, or a maximum of ten acres.

"Ontario is the home of the finest forest trees—pines, spruces, ash, oak, beech, hickory, black cherry, locust, butternut, poplar and willow. All requisitions for trees for reforestation must be received by the end of February."

North Bay Nugget—Then there's the middle generation—the one that raises the younger generation for the older generation to worry over.

NEW PLANS FOR ASSOCIATED GOLDFIELDS STOCKHOLDERS

Goldfield Creditors' Syndicate has issued a statement to the effect that it has purchased the assets of Canadian Associated Goldfields, Ltd. For the purpose of clearing up the business of the latter concern former stockholders are asked to pool their shares. Those who decline to take this step will be paid off at the rate of 15c on the dollar in ten months' time. Shareholders are asked to pool their stock in order to protect their interest by united effort. Over 90 per cent. of those interested have come forward and pooled their stock. It is stated that those who enter into the assets of Canadian Associated Goldfields will receive credit for their claims at 100 cents on the dollar without further liability.



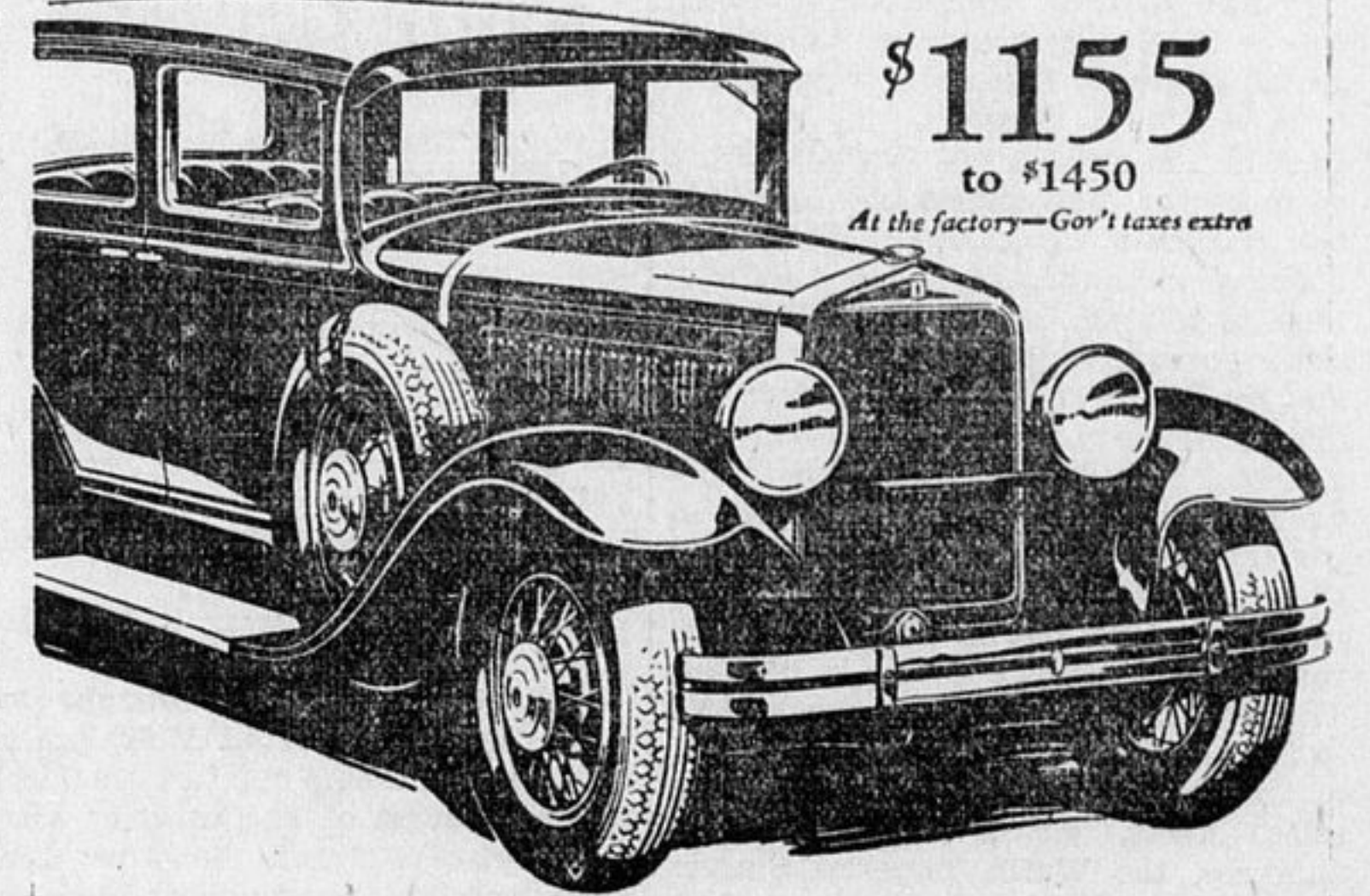
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CHILDREN enjoy cod-liver oil when you give it to them the pleasant, tasty way. Easier to give. Easier to take. The great food- tonic for winter. Try it.

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COD-LIVER OIL MADE EASY
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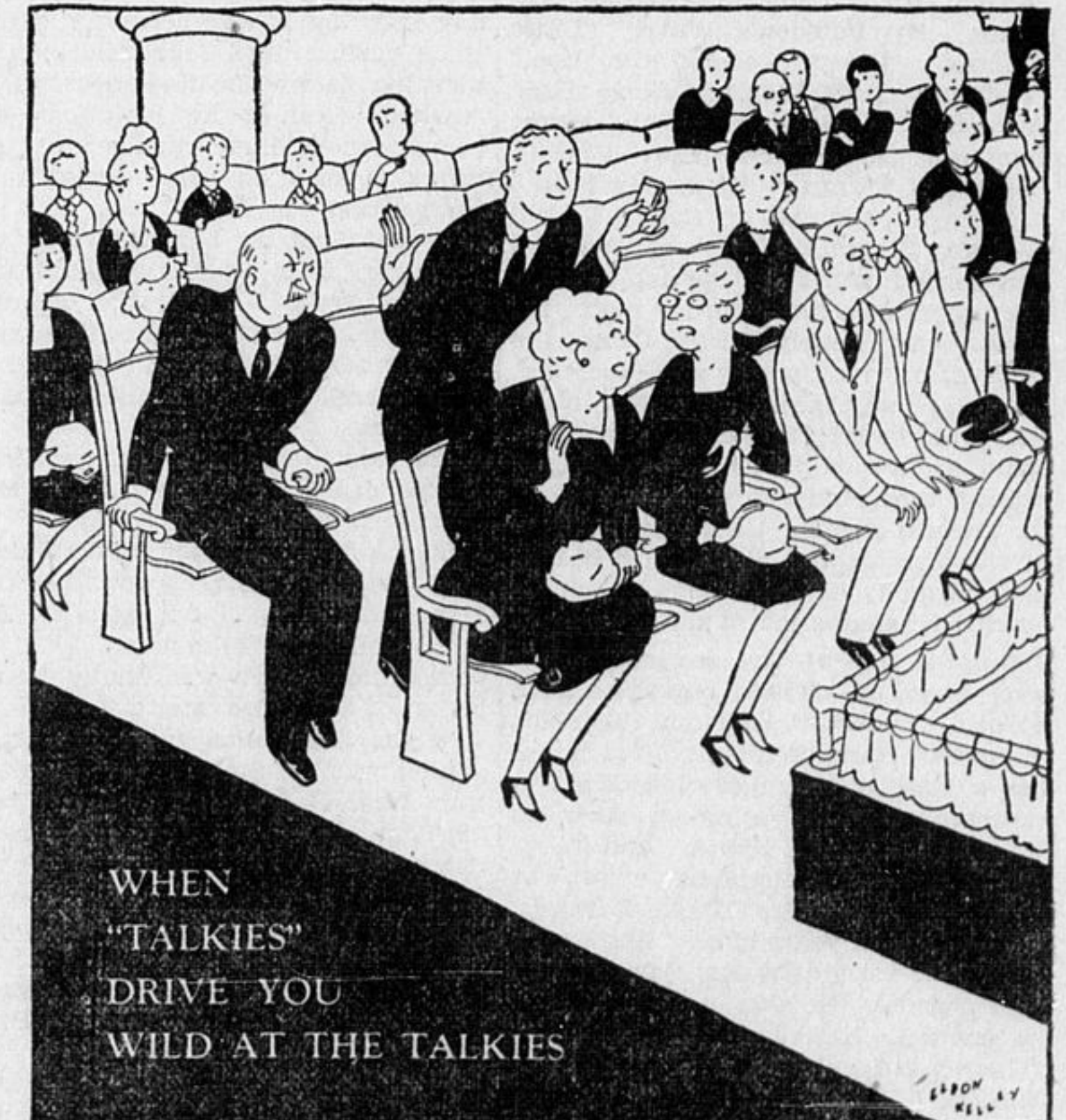
The New Erskine is big, fast, powerful — dynamic by every measure. Its 114-inch wheelbase is low-slung, with lavish legroom. Its 70-horsepower engine, with new full-power muffler, provides more power per pound than any other car under \$1500. It embodies such advancements as Duo-Servo 4-wheel brakes . . . hydraulic shock absorbers . . . self-adjusting spring shackles . . . rubber engine mountings . . . thermodynamically controlled cooling . . . and many more.



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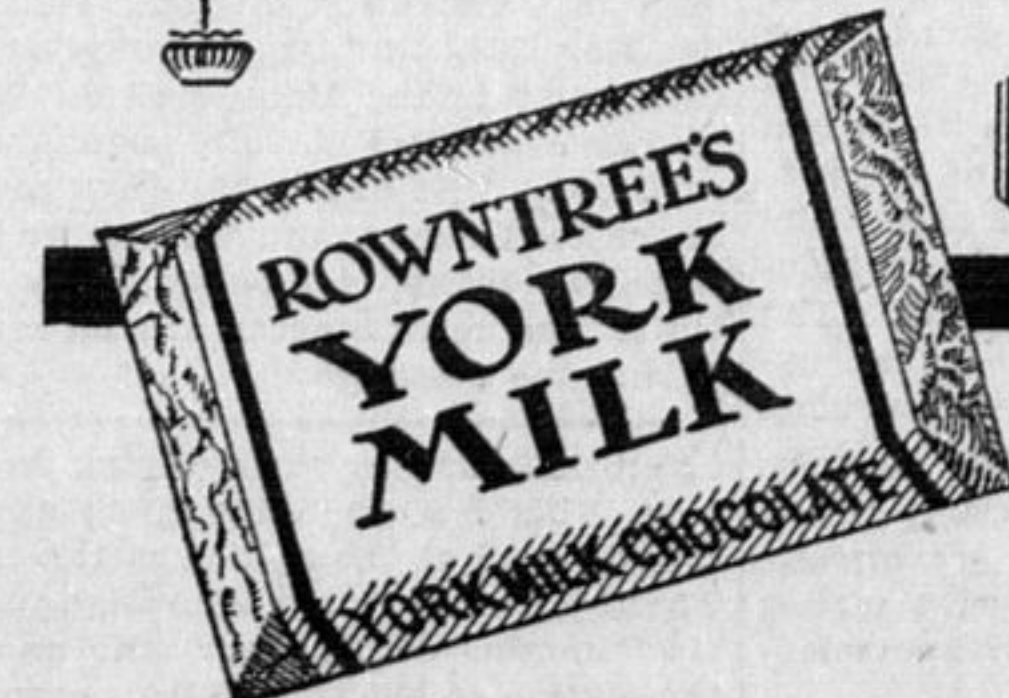


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DRIVE YOU
WILD AT THE TALKIES**

THIS is no time for violence. Offer a friendly gesture—a bar of Rowntree's York Milk Chocolate. Immediately the annoying chatter ceases. You will enjoy the feature more; and they will, too—for Rowntree's Milk Chocolate is itself a "feature production," and adds zest to every occasion.

Try it yourself. Register for yourself the wholesome, velvety perfection of this new chocolate bar. You will find it, in smoothness and in flavour, as distinctively alluring as the smile or the voice of your favourite screen star. It is really delicious.

Be sure to ask for Rowntree's York Milk Chocolate, the bar that sets a new standard in milk chocolate goodness.



There is also York Nut Milk—with delicious whole filberts—for those who prefer nut milk chocolate.

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Prepared by an exclusive process, from fresh eggs, creamy milk and ripe barley malt, one cup of Ovaltine contains the equivalent food value of three eggs or twelve cups of beef tea. Spectators also find that a cup of Ovaltine at home after the game works wonders in restoring spent nervous energy. Everybody enjoys the natural delicious flavour of Ovaltine.

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At all good stores, in 50c, 75c, \$1.25 and special \$4.50 family size tins; also served at soda fountains.