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Builds up Brain, Nerves and Body

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Description of James Bay Area and Its Many Resources

Fur and Game, Fisheries, Forests, Minerals, Waterpowers, Agricultural Possibilities of Region North of Cochrane Touched Upon by T. and N. O. Mining Engineer. Facts of Special Interest to People of Ontario at the Present Time.

With the continued extension of the T. & N. O. Railway north of Cochrane there is increasing interest in the general possibilities of the country to be served. On several recent occasions The Advance has had requests for information in regard to the James Bay area, and the following article by Arthur A. Cole, T. & N. O. mining engineer seems to summarize the information generally desired. It is from the special industrial number of The Northern Miner. Mr. Cole writes:— The recent announcement by the Ontario Government that the T. & N. O. Railway would immediately be extended to the southern extremity of James Bay naturally raises the question as to the reasons that prompted this decision. A glance at the map of Canada makes this fairly obvious, viz., the opening up of the largest unexplored area on the continent.

Cutting deeply into the continent from the north, like a gigantic wedge, Hudson Bay, with its southern extension James Bay, leaves only a comparatively narrow neck of land connecting Eastern Canada with the West (It is only 325 miles from the south shore of James Bay to the north shore of Lake Superior). Hudson Bay has an area of 576,000 square miles, about 15 times the area of Lake Superior. The Hudson Bay region comprises this large inland sea surrounded on the east, south and west by a land area in the form of a horseshoe, commonly known as the Canadian Shield. This has been estimated to be nearly 2,000,000 square miles in area, of which over 1,750,000 square miles are in Canada and Labrador, the remainder being in the United States.

The existence of such a vast expanse of land-locked water as Hudson Bay, extending into the heart of the continent, is exercising a profound influence on the development of Canada. A comparison of the northward settlement in the West with the lack of it in the east, is most striking. Each has its own natural resources to develop, but they are different. The wealth of the farm lands of the West is known, but the possibilities of the Hudson Bay region are only beginning to be known. The best way to assist this development is by making the waters of Hudson and James Bays readily accessible. The logical solution of this problem is a railway that will join the southern extremity of James Bay with the centres of population to the south. This is the present mission of the Temiskaming and Northern Ontario Railway, Ontario's Government Railway.

The Hudson Bay branch of the Canadian National Railway is nearing completion to Fort Churchill on the west coast of Hudson Bay. This line is being built to handle grain from the western provinces to trans-Atlantic points. On the other hand, the coastal trade or the trade originating in and around the Bays will find the easiest outlet through Moose Harbour. The main reason why this traffic will likely come south is on account of the difference in climate between Moose and Churchill. Moose has a month longer open season than Churchill, being about

800 miles further south. Living conditions at Moose, insofar as climate is concerned, will be similar to those at Winnipeg. A second reason for the traffic coming through Moose is that this is the shortest and most direct route to the larger trade centres such as Toronto, Montreal and New York. Moose Harbour is not only ideally situated strategically, but it is the best natural harbour on the Ontario coast to James Bay. The harbour site is known to be readily capable of improvement to meet the needs of modern navigation. It will also make a very favourably-located flying base. The Temiskaming and Northern Ontario Railway already extends 97 miles north of Cochrane, the junction point of the Ontario and Dominion government lines, but there still remains an additional 91 miles to build to reach the tidewater harbour to Moose. The building of this line presents no serious difficulties. Construction is to be commenced at once, and the time set to reach Moose Harbour is the end of 1931.

The topographical features of the line between Cochrane and Moose Harbour may be divided into three parts. Going north from Cochrane, the first 80 miles traverses a continuation of the Clay Belt from the south. This tract of country is on the James Bay slope, and has an average drop of five feet to the mile. Its characteristics are similar to those of the well-known agricultural area further south.

North of this again for from five to fifteen miles the country is much broken and the fall more rapid, the grade being about 36 feet per mile. This is the Transition Belt, and is proving to be the great water power belt of the district. The last 100 miles to Moose Factory traverses what is known as the Coastal Plain. The slope to the sea is both regular and very gradual, showing a gradient of only 3.4 feet to the mile. James Bay itself is for the most part shallow, the bottom of the bay being in reality simply a continuation of the Coastal Plain under the water.

The natural resources that will supply freight traffic is widely varied. Those along the new line are already known to be of considerable importance, but around Hudson and James Bays, owing to their previous comparative inaccessibility, the possibilities cannot be known until a vast amount of exploration has been accomplished. The sparse population is composed of Eskimos, Indians and a few whites, in all about 3,000, dispersed in small groups or settlements along a coast line of 2,600 miles. The climate around James Bay may be classed as cold temperate, while to the north, towards Hudson Bay, it is sub-Arctic or Arctic. Spring begins in earnest at the south end of James Bay about the last week in April, and by the middle of May the rivers are usually free from ice and the snow is gone. The ice of James Bay moves soon after, and navigation of the bay by coastal vessels could begin by June 15th. Spring comes about five days later for every 75 miles travelled north. Coastal service could be continued for four to five months, until the rivers freeze up again at the beginning of November.

The natural resources include fur and game, fisheries, forests (lumber, pulpwood), minerals, water powers and agricultural lands.

The fur trade is at present, as it has been for over 250 years, the most important industry throughout the Hudson Bay country. The early history of Canada is simply a history of the fur trade. The English used Hudson Strait to reach Hudson Bay, and from there spread west and south. The French utilized the St. Lawrence River, and it was only a matter of time until these rival interests met, and bloodshed frequently resulted. The Hudson's Bay Company (the Honourable Company of Merchants-Adventurers Trading into Hudson Bay) received its charter in 1670. This company, in its own interests, was naturally opposed to colonization, and this, in conjunction with the natural inaccessibility of the country, gives the reason for the meagreness of our knowledge of so large a part of our country. The value of pelts taken in Canada for the last few years will average over \$16,000,000 annually, and of this about one-third may be credited to the Hudson-Bay region. Although the fur-bearing animals of the region have been hunted and killed for their peltries for a great many years, few species, if any, have been exterminated. The principal big game animals of the Hudson Bay region are moose, elk, caribou, musk-ox and deer.

Fisheries
In 1914 the Dominion Government sent out three parties to investigate the fisheries in Hudson and James Bays and tributary waters. The reports from these parties were uniformly favourable. Mr. Melville says "The whitefish industry will prove one of the greatest in Canada and with its development the other fisheries will become of immense value." Mr. Lower says, "It is not too much to predict that soon in the future the supply of fish that comes from the salt water of the north, will be as constant and as plentiful as that which at present is yielded by our great inland lakes." The fish caught and marketed in Canada from the Great Lakes in 1927 were valued at over three million dollars.

Forests
The timber line runs northwest from Churchill on the west coast of Hudson Bay to the mouth of the Mackenzie river, and on the east coast of Hudson Bay from Richmond Gulf northeast to the Atlantic Ocean. North of this line even scrub timber does not grow, except in some of the river valleys. The timber found in the district consists mostly of spruce, pine, jack pine, poplar, balsam and birch, but of these, spruce is by far the most important, both for lumber and pulp. The banks of the rivers that flow into James Bay are fairly well wooded with merchantable timber and in the aggregate there is probably a very considerable amount of timber and pulp wood that could be floated to the Bay. The strategic points at which to collect this timber and pulp wood, are near the mouths of the rivers where they would have tributary to them the entire watersheds of the respective rivers.

Minerals
The mineral deposits of the Hudson Bay region may be divided into those of the coastal plain adjacent to the proposed extension and those accessible from the shores of Hudson and James Bays. The coastal plain minerals include the following: Lignite, gypsum, fire clay, china clay, silica sand, peat, limestone and iron, with a possibility of oil and gas. Lignite. A good grade of lignite has already been located at Blacksmith Rapids on the Abitibi river. The bed averages 20 feet thick and already 60 million tons have been proven by drilling and this amount is being added to by the further boring of two drills. This coal is of a grade similar to the Souris coal of Southern Saskatchewan and is capable of supplying most fuel needs with the possible exception of locomotive use. Gypsum. The gypsum deposits of the Moose river valley are of large extent and of excellent quality. A continuous outcrop is known along the bank of the Moose river four miles in length and from ten to twenty feet in depth above the water line, with the depth below the water line unknown. On the Cheepash river, which runs into the Moose from the north, there are six miles of similar outcrop. The extension of the Temiskaming and Northern Ontario Railway will run over much of this material. Fire Clay. Fire clays occur on the Abitibi, Mattagami and Missinaibi rivers, in beds varying in thickness up to 30 feet. They are of very high quality, but their extent is unknown. They are found at points 25-30 miles apart in an old Cretaceous lake bottom. The clays are of a refractory type similar to those of Southern Saskatchewan, New Jersey and Kentucky, and will prove useful for a wide variety of purposes including fire-brick, stoneware, pottery, sanitary porcelain, etc. Associated with the fire clay is some kaolin, silica sand, fine grained mica, and other minerals that may prove valuable by-products. Other minerals that are found in the coast plain are peat, which might be used as a local fuel and Devonian limestones, some of which would be very useful for the manufacture of lime. Oil and gas are also possibilities.

The value attached to the country comprised in the Precambrian shield around Hudson Bay, lies already in the fact that it contains large unprospected areas of similar formation to those that contain the nickel and copper of Sudbury, silver of Cobalt, the gold of Porcupine and Kirkland Lake and the copper of Rouyn. Iron, lead and copper deposits are already known, but the location of concentrations of these and other minerals await the influx of prospectors that will undoubtedly quickly follow the early opening up of the district by the completion of the Temiskaming and Northern Ontario Railway to tidewater.

Waterpowers
Within 100 miles of Moose Harbour are to be found attractive water power sites on the Abitibi, Mattagami and Missinaibi rivers, that will furnish about 250,000 h.p. In Quebec, water powers on the Harricawan, Nottaway, Rupert and East Main rivers within 100 miles from the coast, are estimated to be capable of developing over 750,000 h.p. An abundance of power can therefore be made available for industrial development at Moose and other points on James Bay.

Agriculture
The northern limit of agriculture is Fort George at the mouth of the Big river on the east coast, within 60 miles of the northern limit of James Bay, where coarse grains and vegetables have been grown. Good crops of the hardier vegetables have been grown at Moose Factory for over 200 years. The soil is clay, and, with drainage, large areas will become productive. Farming can be successfully carried on and the area under cultivation can be extended almost indefinitely to meet the demands of the consuming market.

The small herds of cattle which have been kept for many years at Moose Factory have shown that they thrive wonderfully on the marsh grass along the low-lying coast of James Bay. This opens up possibilities for a prosperous enterprise not usually associated with the Hudson Bay region. A government experimental farm established at a point such as the T. & N. O. crossing at the Moose river would soon establish the best lines of agriculture to follow.

Tourist Traffic
A source of revenue for the railway that is likely to prove very fruitful is the tourist traffic. With good hotel accommodation established at Moose Harbour and with a regular coastal

Rich in body and delicate as blossoms in its flavour

"SALADA"

(GREEN)

JAPAN TEA

'Fresh from the gardens'

passenger service on the Bays, this country will likely appeal to a large number of tourists as well as to prospectors, fishermen, engineers and hunters.

COMMENTS ON MEETING OF SETTLERS AT COCHRANE

The New Liskeard Speaker makes some comments last week on the recent meeting of the settlers at Cochrane. In reply to one part of The Speaker's comment it may be noted that the members of the legislature for this section have already been consulted in the matter. It will be found that in this end of the North they will give full support of the proposals made. As The Speaker's own article suggests the problems in Temiskaming are different to those in North and South Cochrane. In Temiskaming there is no longer the difficulty of clearing the land. It may make the difference clear to say that Temiskaming now has farmers, rather than settlers. Up at this end the settlers are still pioneering. Temiskaming has roads; Cochrane needs roads. The people of Temiskaming may well remember their own earlier difficulties and give support to any proposals that may minimize the handicaps of the settlers in the area farther north. The following are The Speaker's comments:—

"The conclusions arrived at by the Farmers at the meeting held in Cochrane, as referred to under a separate heading in this issue, were (1) The formation of a separate department by the Government to "guard the interests of the settlers"; and (2) the adoption of a bonusing system for clearing land.

"We suggest that the Northern Members of the Legislature should meet and fully discuss every phase of all matters affecting the Northland, and forward to the Minister of Lands and Forests the conclusions they may arrive at.

"To our way of looking at this question, the appointment of a separate department to guard the settlers' interests in a matter which the Northern members should be asked to deal with. The local member is the intermediary between the people and the Department, and he has always regarded the discharge of this duty as his prerogative. If the Northern members decide that the work of more fully guarding the settlers' interests can best be done under a new department let them make a recommendation to

the Minister to this effect assuming full responsibility for so doing.

"Also in the matter of giving bonuses for land-clearing the Quebec plan should be investigated by a committee of competent men, and a report thereon should be made to the Minister. "If it be decided to experiment with the land-clearing scheme, then it is fitting that Cochrane, the youngest of the Northern districts, should be selected for the purpose.

"However, Temiskaming's problem is not that of land-clearing but of getting a market for our farmers' products. The Department of Agriculture, through the local representative, Mr. Nixon, is working hard in the hope of solving this difficult problem in this district."

Collingwood Saturday News—The town of Blenheim has hit upon a novel method of gaining some return for the relief work which nearly every town finds necessary during the winter months. The mayor has issued a form of I.O.U. to be signed by all applicants for relief before the town coffers are opened to them. The agreement requires that the values of the goods be returned to the municipality by August next. This is sort of mortgaging the future and as such does not appeal to our idea of dealing with those requiring assistance. The procedure in Collingwood evolved largely from the idea of Councillor Patterson and given effective effect through assistance rendered by Chief of Police Portland strikes us as preferable. It is to provide work for a portion of each week and pay therefor in cash. This leaves the men their dignity and treats them as employees. The men give labor in the ordinary way, and the town receives a return, in our case, much needed crushed stone for road construction.

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("After all, dear, the tire's only flat on the bottom," says Angele.)

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