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SMALL CAKES* made with Magic, win First Prize for Mrs. Jeanne McKenzie



"Magic has always been my standby," volunteers Mrs. Jeanne McKenzie, of Toronto, winner of three first prizes at the 1931 Canadian National Exhibition. "In fact, I wouldn't think of using any other baking powder."
"I make all my cakes with Magic. If I didn't, I am quite sure I never would have won so many prizes. Magic gives all baked foods an extra fine quality of flavor and texture that lift them out of the ordinary class."
Magic Baking Powder is used exclusively by the majority of cookery experts, dietitians, and housewives throughout Canada. In fact, Magic outsells all other baking powders combined!

*Mrs. McKenzie's Prize Recipe DELICATE CAKE

- 1/2 cup butter
- 2 cups fruit sugar
- 1/2 cup milk
- 3 cups pastry flour
- 2 teaspoons Magic Baking Powder
- Whites of 6 eggs
- 1 teaspoon almond extract

Cream butter and add sugar. Sift flour and baking powder together several times. Add flour and milk alternately to the butter and sugar. Then add egg whites beaten very stiff. Add almond extract. Bake half of batter in small fancy cake moulds in moderate oven at 375° F. for about 20 minutes. Four other half in layer cake tins and bake in moderate oven at 375° F. 35 to 40 minutes; when cool, cut in fancy shapes with cookie cutters. Decorate as illustrated with icing, chopped nuts, candied orange peel, jelly, cachous, maraschino cherries, etc.



FREE COOK BOOK—When you bake at home, take advantage of the attractive recipes in the Magic Cook Book. Write to Standard Brands Ltd., Fraser Ave. & Liberty St., Toronto, Ontario.

tribution, within its borders, is able at any time which suits it to sell at prices with which the rest of the world cannot possibly compete, and can thus force its competitors out of business. It may prove in the end to be too large for human direction, but for the moment it is a real and growing peril. The dislocation of markets affecting every grain-producing country, not least our own Dominions, which was recently caused by the dumping of Russian wheat, the present menace to the timber industry in Canada and in the Scandinavian countries—these are only faint foretastes of what may be expected in the near future in every department of production if other countries do not find some method of regulating their trade with this gigantic amalgamation.

"There can be no question of boycotting Russia, or of impeding her economic development, or of dictating to her the form this development shall take; but it is rapidly becoming urgent for every country whose citizens are doing trade with Russia to see that their trade does no injury to its own national economic interests. This is not a case of private trade between the nationals of one country and the nationals of another, which is generally better left to look after itself; but of individuals and private firms, each naturally intent on private and immediate gain, trading with a huge State corporation controlling immense resources, and able to play off individual traders against each other and the traders in one country against those in another."

Must Reach Common Understanding

"There can be no really effective solution of this problem until the Governments of all the countries doing business with the Soviet Government come to a common understanding with regard to their commercial relations with Russia and the credits by which Russian trade and Russian industrial development are financed. But it would be difficult at any time to reach an international agreement on such a subject, and it is doubly so at present when economic distress and economic rivalry make it easy for the Soviet monopoly to set rival industries and rival nations bidding against one another to secure its orders."

"No general agreement, it may be taken for granted, will be reached—Possibly, indeed, no serious effort will be made to reach one—until the threat to the trade of the rest of the world has become so clear and so menacing that every one will recognize the necessity of a common understanding to meet it. In the meantime individual countries must deal with the situation as best they can. Our own country is peculiarly vulnerable to the Russian methods and peculiarly affected by them."

"The products of the gangs of forced labour in the forests, and of the State farms and factories controlled by the monopoly, are dumped in huge quantities in our markets to the detriment of our own producers and of producers in other countries which are good friends and customers of ours; and the credits obtained by their sale are used for the most part not to purchase goods in this country giving employment to British workpeople, but partly to finance agitation aimed at the overthrow of our Empire and our social order. We have, indeed, a most-favoured nation clause in our commercial agreement with the Soviet Government; but it works only one way, to the advantage of the Soviet monopoly."

"With a country in which all buying and all selling are in the hands of the



State the promise of most-favoured-nation treatment to the trade of a foreign country means just nothing at all. This one-sided agreement should be promptly denounced. In the interests of our balance of trade, of our economic stability, and of our trade with the Dominions and with those countries which are willing to trade with us on an equal footing, the Government should set about devising a trading relationship with Russia which will be less dangerous to our national interests, and which will ensure that the money spent on British purchases from Russia shall at least be used to pay for Russian purchases from England."

Dropping Men from Trans-Canada Road

Last Week Saw 2800 More Men Let Out on This Work. Most of Them Have Had Four Months' Work.

A despatch from Toronto says that approximately 2,800 men either quit or were let out of work on the trans-Canada highway last week, in line with the Ontario Government's policy of decreasing the number of men employed on the relief project.

The Department of Northern Development pointed out in a statement that the men had worked for four or five months, and had accumulated some means to take care of themselves for some time.

Work Will Continue

The statement went on to say "negotiations have been going on for some time with the Dominion Government in reference to the continuation of the road camps in Northern Ontario after March 1. The Dominion Government is contributing 59 percent, to the work on the trans-Canada highway and 40 percent, to other relief works on roads in Northern Ontario. An arrangement has been made that the work will continue but the number of men must necessarily be decreased from time to time."

"On February 15, approximately 3,500 men left or were let out and today approximately 2,800 men either quit or were released. In making these reductions the Department is allowing the men to go who have been longest in the camps and as some of these men have now had employment for four and even five months they have accumulated some means and are in a position to take care of themselves until work opens. Men who have been in the camps for three months are being furnished with transportation at the reduced rate obtained by the Government."

On Six-Hour Day

"In order to spread the work over

as many men and as great an area as possible and to continue it over the Spring months, a change was made today and men working in the camps were put on a six-hour day basis. Up to date, this work has been on an eight-hour basis so that this will effect a saving of approximately 25 percent. The wages will remain at the same rate, namely 30 cents an hour.

"The men in the camps have all been told that the staff must be reduced steadily as the work is in the nature of unemployment relief."

"At the time the work was started in the Fall, the men and the municipalities were given to understand that there would be at least three months' work, and it must be expected that there will be a steady return of these men to their homes during the next two months."

Charged with Stealing Stable but Acquitted

A dispute over a stable, which its builder valued at \$25, and which he accused John McGarry of stealing, was dismissed in police court at Cobalt, on Saturday when Magistrate Atkinson ruled the matter was one for the civil courts. McGarry had been held in the district jail at Halleybury since Wednesday, after a formal charge of theft had been laid against him by Augustus Nardini, who claimed ownership of the stable.

The building, however, was located on the claim of Joseph McGarry, father of the accused, according to his sworn testimony in court, and he alleged further that the logs of which it had been constructed had been taken from his property. While he knew Nardini had built the stable, McGarry said, he had raised no objections at any time, nor had he made any effort to disturb his possession.

On the other hand, Nardini claimed he had secured the logs from the Wyandoh mine property and that he had built the stable on a right-of-way owned by the power company in connection with its pipe line from the Montreal river to Cobalt. Nardini alleged that the younger McGarry had taken the logs and lumber, had used

part of them to build a woodshed and had sawn up another part for stove wood. He swore McGarry had admitted taking the stable, but accused had said he did not know the identity of the owner.



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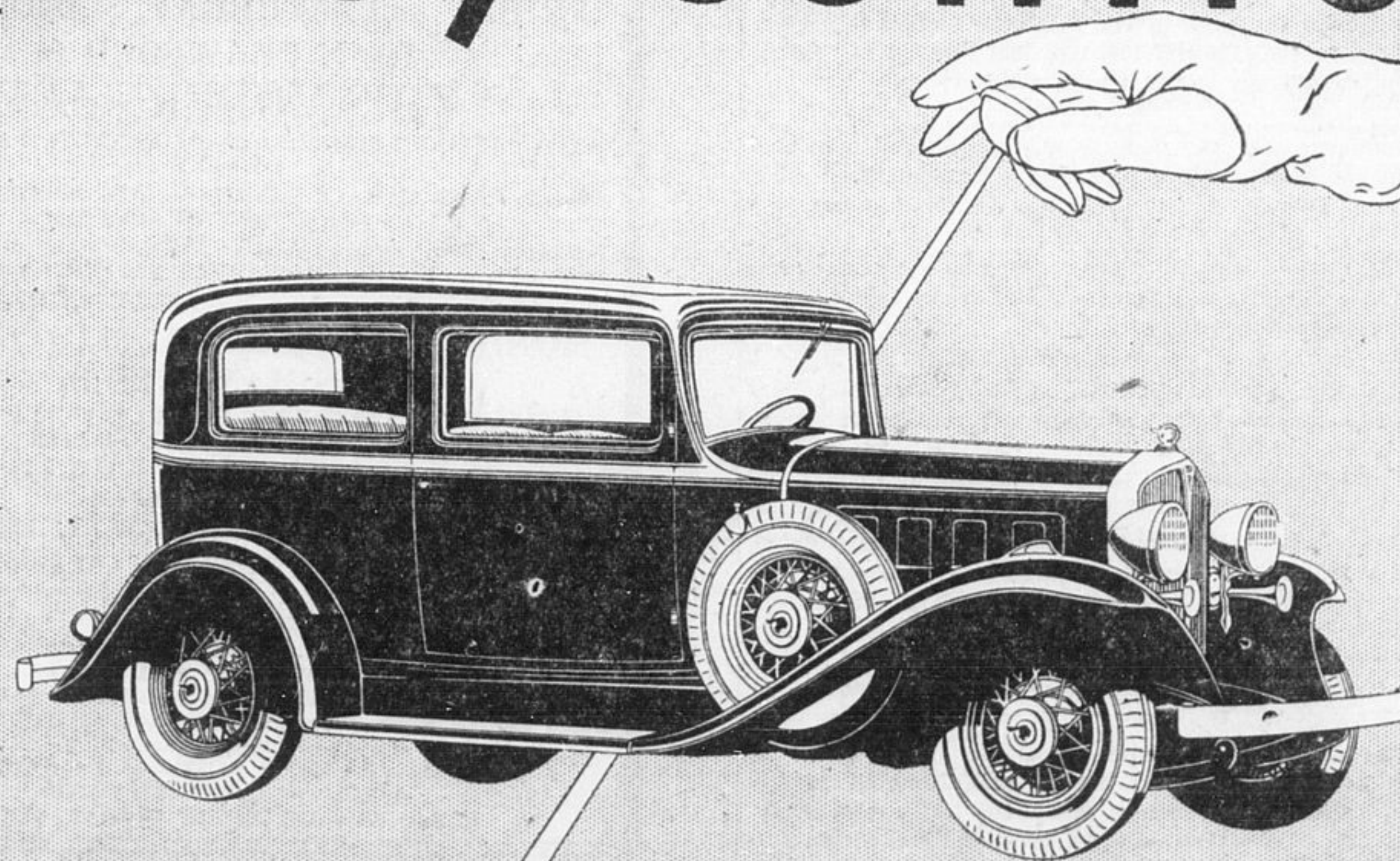
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ONE of the many pleasant things about the new Pontiac Six is how easily it is controlled. The Syncro-Mesh transmission makes gear shifting effortless—and quiet. With Pontiac's free wheeling, the clutch is unnecessary in changing to second and third speeds. Then, too, the car steers on roller bearings, while large brakes and tires bring you to a quick, easy stop. You'll find the Ride Control located conveniently on the dash. With this, you can instantly adjust the shock absorbers for different loads, roads and speeds. Many other handy features, such as the floor-button control to dim the headlights, will please you. Of course, the narrow windshield pillars and the large rear window also help the driver. We could tell you a great deal more, but why not try these things for yourself? We have a car waiting for you to drive. Right now we're in a position to give you a good allowance on your present car—GMAC time payments will take care of the balance.



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