

The Household Word For Tea

"SALADA" TEA

"Fresh from the Gardens"



Our Want Ad. Column Brings Results

Try Miss McFarlane's Favorite Recipe for BISCUITS

1/2 teaspoon salt 4 teaspoons Magic
3 cups pastry flour 2 tablespoons
(or 1 1/2 cups Baking Powder
bread flour) shortening
1/2 cup milk, or half milk and half water

Mix together flour, baking powder and salt. Cut in the chilled shortening. Now add the chilled liquid to make soft dough. Toss dough onto a floured board and do not handle more than is necessary. Roll or pat out with hands to about 1/4 inch thickness. Cut out with a floured biscuit cutter. Place on slightly greased pan or baking sheet and bake in hot oven at 450° F. 12 to 15 minutes.



"For Light, Flaky Biscuits use Magic Baking Powder,"

says Miss M. McFarlane, dietitian of St. Michael's Hospital, Toronto



"I RECOMMEND Magic because I know it is pure, and free from harmful ingredients."

Miss McFarlane's opinion is based on a thorough knowledge of food chemistry, and on close study of food effects upon the body. On practical cooking experience, too.

Most dietitians in public institutions, like Miss McFarlane, use Magic exclusively. Because it is always uniform, dependable, and gives consistently better baking results.

And Magic is the favorite of Canadian housewives. It outsells all other baking powders combined.

You'll find Magic makes all your baked foods unusually light and tender... and gives you the same perfect results every time.

Free Cook Book—When you bake at home, the new Magic Cook Book will give you dozens of recipes for delicious baked foods. Write to Standard Brands Ltd., Fraser Avenue and Liberty Street, Toronto, Ont.



Made in Canada

Mining District is Asking Recognition

Road from Sudbury to Porcupine Among the Demands Being Made. Also More Airports Needed.

There is reason for believing that definite and determined effort is to be made to have an immediate start made on the roadway to connect up the Sudbury and Porcupine camps. The value of such a roadway in the development of the North can scarcely be over-estimated. In the meantime it would prove a valuable factor in helping provide work for the unemployed. For some time past it has been apparent that this road should be built. Everybody has been able to see this except one or two men. One of these one or two very unfortunately is Hon. Wm. Finlayson, Minister of Lands and Forests. Hon. Mr. Finlayson himself knows the reason for this attitude. In the meantime it is interesting to recall the fact that some years ago Hon. Mr. Finlayson wrote the Timmins board of trade to the effect that he favoured the proposed roadway and that it would be built as soon as finances were available for the work. This letter is on file at the office of the secretary of the Timmins board of trade.

The above is one of several subjects taken up recently in The North Bay Nugget. The following is the article from The Nugget:—

"Signs are again making themselves apparent that the agitation will be renewed this year with greater vigour than ever throughout Northern Ontario for a number of items of provincial and federal expenditure in the interests of those areas now chiefly supported by prospecting and mining activities.

"The last major demand which Northern mining areas united to impress on the Ontario government was the completion of the Ferguson highway. Two items that will be impressed on the Provincial and Federal governments as affecting the mining areas during the present year and thereafter until realized are those of a highway connection between Timmins and Sudbury, and the need of establishing a chain of airports to facilitate commercial flying throughout the mining country. While these promise to be the

main items there will be also the usual if not more than ever insistent demands for maintenance of existing trunk highways and for attention to secondary roads for serving the settlers struggling against the handicap of isolation on the back concessions.

"In the past a 'recitation' of the demands of the North Country, coupled with the well founded objection to increased taxation of either mining profits or of capital invested in the mining industry has met with a mixture of serious consideration and amused tolerance from legislators at both Ottawa and Toronto. Those were the days however, when mining was a second or third rate industry. Even when prosperity was at its height and the base metal mines as well as gold and silver were in the ascendancy the average mining area had to petition for years before receiving an appropriation for much needed improvements.

Toronto Became Centre
"The reason was simple. Pioneers of the North Country who had grown rich on the profits of mining, desired a field where they could spend their winnings with more éclat than the woods and rocks of the Northland afforded. For several years while the boom of 1924 to 1929 was in progress quite an invasion of Toronto from the North took place. Toronto became in theory if not in practice the centre of mining, despite the fact that most of it was done from the arm chairs in brokers' board rooms or in the sanctuaries of hotel lobbies. While this was going on the average 'mining man' was too busy spotting claims or negotiating deals with his broker to pay much attention to the need of roads. Roads—what were roads for anyway. If a road wasn't convenient he could always fly.

"In recent years and particularly since the depression the importance of mining as an economic factor in the life of the country, and not merely a vehicle for market speculation, has been strikingly demonstrated before the public. Evidence of this was the announcement that the value of Canada's mineral production had grown to exceed that of even the wheat crop, while gold mining has been heralded as practically the only industry that has been able to flourish and grow in the face of the world wide depression of industry and prices. The report of the Dominion Bureau of Statistics for 1931, just issued, draws attention to the fact that 'Canada, during the past twenty years and more particularly the past ten years, has been able to build up a mining and metallurgical industry which today is one of the chief props upon which many other industries can lean for support in these times of national and international stress.' In a recent address Dr. Charles Camsell, deputy minister of mines at Ottawa, stated that a survey of the various basic industries indicated that the greatest hope for expansion of population over the unpopulated areas of the Dominion lay in the development of the mining industry.

"In view of the widespread recognition that mining in Canada generally and particularly in Northern Ontario and Quebec has attained, the feeling is strong that governments should be prepared to encourage its further development in every possible legitimate way.

"Boards of Trade of Timmins and Sudbury are uniting this year on a campaign for a direct connection by highway between the two camps. At the present time the only connection by road is via North Bay and the Ferguson highway, making a total distance of about 325 miles, whereas in a direct line the distance would be little more than 100 acres. There would also be the added advantage of connections with such old and well known prospec-



When a recipe calls for MILK Use ST. CHARLES

Whenever a recipe calls for milk it is a safe rule always to use Borden's St. Charles Evaporated Milk. St. Charles is economical, simple to use and definitely imparts an improved flavor to your cooking.

Only milk that has been subjected to the highest tests for purity and richness is good enough for acceptance in the St. Charles plants. Packed under the most sanitary conditions, St. Charles Milk represents the best evaporated milk you can buy—see that you ask for it by name.



main items there will be also the usual if not more than ever insistent demands for maintenance of existing trunk highways and for attention to secondary roads for serving the settlers struggling against the handicap of isolation on the back concessions.

"In the past a 'recitation' of the demands of the North Country, coupled with the well founded objection to increased taxation of either mining profits or of capital invested in the mining industry has met with a mixture of serious consideration and amused tolerance from legislators at both Ottawa and Toronto. Those were the days however, when mining was a second or third rate industry. Even when prosperity was at its height and the base metal mines as well as gold and silver were in the ascendancy the average mining area had to petition for years before receiving an appropriation for much needed improvements.

Toronto Became Centre
"The reason was simple. Pioneers of the North Country who had grown rich on the profits of mining, desired a field where they could spend their winnings with more éclat than the woods and rocks of the Northland afforded. For several years while the boom of 1924 to 1929 was in progress quite an invasion of Toronto from the North took place. Toronto became in theory if not in practice the centre of mining, despite the fact that most of it was done from the arm chairs in brokers' board rooms or in the sanctuaries of hotel lobbies. While this was going on the average 'mining man' was too busy spotting claims or negotiating deals with his broker to pay much attention to the need of roads. Roads—what were roads for anyway. If a road wasn't convenient he could always fly.

"In recent years and particularly since the depression the importance of mining as an economic factor in the life of the country, and not merely a vehicle for market speculation, has been strikingly demonstrated before the public. Evidence of this was the announcement that the value of Canada's mineral production had grown to exceed that of even the wheat crop, while gold mining has been heralded as practically the only industry that has been able to flourish and grow in the face of the world wide depression of industry and prices. The report of the Dominion Bureau of Statistics for 1931, just issued, draws attention to the fact that 'Canada, during the past twenty years and more particularly the past ten years, has been able to build up a mining and metallurgical industry which today is one of the chief props upon which many other industries can lean for support in these times of national and international stress.' In a recent address Dr. Charles Camsell, deputy minister of mines at Ottawa, stated that a survey of the various basic industries indicated that the greatest hope for expansion of population over the unpopulated areas of the Dominion lay in the development of the mining industry.

"In view of the widespread recognition that mining in Canada generally and particularly in Northern Ontario and Quebec has attained, the feeling is strong that governments should be prepared to encourage its further development in every possible legitimate way.

"Boards of Trade of Timmins and Sudbury are uniting this year on a campaign for a direct connection by highway between the two camps. At the present time the only connection by road is via North Bay and the Ferguson highway, making a total distance of about 325 miles, whereas in a direct line the distance would be little more than 100 acres. There would also be the added advantage of connections with such old and well known prospec-

ting camps as Matachewan, Gowganda and Shining Tree, while access would be provided the Grassy river area, recognized as prospecting ground of merit

Air Travel Facilities.
"In the matter of airports the need of certain specified airports for landing of airplanes in Northern Ontario has been discussed for some time. Under modern methods of prospecting the airplane is assuming more and more importance as part of the equipment of the mining industry. In spite of the Federal government's assault on expenditures for development of aviation the question of airports has been revived with the possibility that Sudbury and Halleybury will be among the first applicants for sites.

"Although the Ontario government recently passed its annual appropriation of \$5,000,000 for Northern Development only a small part, estimated at not more than \$3,000,000 will be available for expenditure this year, as some \$2,000,000 has been already spent, chiefly on relief employment. Expenditures that have been made in the unfinished sections of the Trans-Canada highway cannot be charged against Northern Ontario as the demand for the Trans-Canada highway cannot be said to have come from Northern Ontario as a whole, as there were other projects waiting of much greater importance to the general development of the country.

SPECIAL VALUE OF AIRSHIPS IN SURVEYING THE FORESTS

Among the fields in which the aeroplane has done, and is doing, good service according to the Forestry Branch of the Department of the Interior, is that of surveying Canada's forests. In this work aerial photography, which is dependent upon the aeroplane, has come to play an important part. The photographs, it may be noted, are of two kinds, namely, vertical and oblique. Vertical photographs are those depicting the territory lying immediately beneath the plane; the oblique photographs are those which take in territory lying to the right, left, and front of the line of flight.

Following the experience gained in the Great War, aerial photography was at first employed in Canada principally for topographical purposes. It was quickly perceived, however, that photographs so obtained and maps made from them would effect a great saving of time and labour in forest surveying. No longer, for instance, would it be necessary to send out a party to survey a remote tract, only to find, perhaps, after weeks of difficult travel, that the tract was a brule, or burned-over area, with little or no utilizable timber on it, or else a barren strip of muskeg totally devoid of forest growth of any kind. For the photographs clearly indicated the location of brules and muskegs, while sparsely wooded areas could be easily distinguished from heavily timbered regions; there, ground survey operations could be limited to those areas where the timber growth was of sufficient value to justify the labour and expense of detailed survey.

Ladies' Bowling League Scores for Recent Games

The following are the scores for the Ladies' Bowling League:—
Left-Overs 886 891 882 2559
Trained Nurses 662 706 638 2006
Left-Overs wins four points.
Correction of March 17th report:—
High single score—Mrs. A. Brodeur, 265.
High total score—Mrs. M. Donaldson, 588.
Scores for March 15th:—
Ramblers 725 714 780 2219
Y.P.L. 828 855 760 2443
Y.P.L. wins three points.
Moose 668 661 746 2075
Trained Nurses 628 715 730 2073
Moose wins three points.
N.B.B.O. 840 768 838 2446
Business Girls 641 787 676 2104
N.B.B.O. wins three points.
Left-Overs 817 800 880 2497
Business College 712 627 811 2150
Left-Overs wins four points.
High single score—Miss R. Verner, 221.
High total score—Miss R. Verner, 629.

Our Want Ad. Column Brings Results

PURELY VEGETABLE
Act gently but surely on both liver and bowels
Safe for **CHILDREN**
Sold everywhere in 25c and 75c red pkgs.
CARTER'S LITTLE PILLS

LOVELY HANDS
Busy hands—at hard tasks day in and day out. Persian Balm keeps the skin soft and pliable. Removes redness and relieves irritation.
At your Druggist
PERSIAN BALM



what would they do WITHOUT YOU ?

Doesn't it worry you to think what would happen to your wife and little ones if your support were suddenly withdrawn? Yet it is easy for you to provide for them through

The Great-West Minimum Cost Policy

This policy enables you to carry more insurance than would be possible with any other form of life plan. Surely it is worth 51c a day to you to be free from worry about your family's future.

DR. C. W. HAENTSCHEL
Haileybury, Ont.

THE GREAT-WEST LIFE ASSURANCE COMPANY
HEAD OFFICE WINNIPEG

Gives Brimming Zest and Energy to Every Child



Yet costs less than a cent a dish... delicious, nourishing Quaker Oats

CHILDREN need boundless energy both in and out of school. As 70% of the day's work and play comes in the four morning hours, health authorities everywhere recommend Quaker Oats for breakfast. No other food has such perfect balance of the elements for growth and energy. These, with plentiful mineral to enrich the blood, give children stamina and brimming good health.

And yet Quaker Oats costs less than a cent a dish. Women everywhere turn to it for economy. And for time saving, too. It cooks in 2 1/2 minutes after the water boils.

Quick Quaker Oats is the one cereal which people never tire of, because it is so delicious, so nourishing and so agreeable to digestion.

For cleanliness and purity always buy oats in packages, never loose in bags. For quality and deliciousness, see that the name and picture of the kindly Quaker are on the packages you buy.

In large household packages, with or without chinaware. Also the small 10c size. Sealed packages only, NEVER in BULK. All Quaker packages contain coupons. Save them and obtain useful articles.



Lovely English China in Quick Quaker Oats marked "chinaware." Every package contains a piece of genuine imported English chinaware... NEW PATERN... Ivory tint. A fine selection of large handsome pieces.

QUICK QUAKER OATS

Made by The Quaker Oats Company, Peterborough and Saskatoon, largest cereal millers in the Empire. Makers also of Quaker Crackers, Corn Flakes, Muffets, and other highest quality cereals.