

## MISS ANN ADAM

of the Ann Adam Homecrafters Toronto

will present the first of a series of radio demonstrations on

## MAGIC SHORT CUTS IN COOKING

over  
RADIO STATION CKGB  
on Friday Morning at 12.00 noon

Miss Adam is well known as the home economics editor of one of Canada's leading magazines, and will actually use the Magic Short Cut recipes as she speaks from her own kitchen.

## New Map Shows Old Route to the North

Early Explorers and Missionaries Penetrated Interior of New Land by Way of Lake Nipissing.

The earliest route followed by the intrepid French explorers and missionaries in penetrating the interior of the newly discovered continent of America lay through Lake Nipissing. In order to avoid the hostile Iroquois warriors on the Upper St. Lawrence, the French with their Algonquin allies ascended the Ottawa river to the Mattawa, and following up it crossed the height of land to Lake Nipissing and thence down French river to Georgian bay and then on to Lakes Huron and Superior. In 1615, Champlain followed this route to Lake Huron. The fur traders who soon followed also found this a very suitable canoe route on account of the sheltered nature of its water stretches and its comparative freedom from molestation as well as its directness to the great lakes.

Some years ago the feasibility of making a navigation channel for lake steamers following this old canoe route was investigated by the Federal government and the Georgian Bay canal route was strongly advocated by some sections of the country.

A new map has just been issued by the Topographical and Air Survey Bureau, Department of the Interior, at Ottawa, which shows an area of 1700 square miles crossed by this route. This map takes its name from the city of North Bay on Lake Nipissing. This city may still be reached by canoeists following the ancient route but it is now an important railway division point, as the main and the Sault lines of the Canadian Pacific railway, and the Canadian National railway from Toronto to Port Arthur pass through it, while it is the southern terminus of the Temiskaming and Northern Ontario Railway. It is also well served by highways, being on the Trans-Canada and Ferguson highways. As indicative of its increasing importance, the census returns show its population in 1931 as 15,528, a fifty per cent increase from 1921. As the gateway from the south to the rich mining districts of Ontario and Quebec, its progress and prosperity have been linked up very definitely with the increasing mining development of those areas. It is also the entrance to the Timagami provincial forest reserve lying thirty-five miles north.

On account of the extensive rock outcrops, the district, as a whole, cannot be said to be suitable for agricultural purposes, still in many places considerable areas of good land exist and the presence of farm buildings, cleared areas, and roads, as shown by the map, indicate where farming is being carried on and no doubt further areas will be so utilized as time passes.

The outstanding topographical feature is Lake Nipissing with an area of 330 square miles, the larger portion of which is shown on this map. This is a fine body of water draining via French river to Georgian bay. Several steamships provide transportation on the lake and down French river to the

first falls. The height of land between the Georgian bay and Ottawa river drainage basins passes between Trout lake and Lake Nipissing; the Mattawa river which drains Trout lake flows to the Ottawa.

The country is wooded except where cleared for farming and some good stands of timber still remain. It has in the past provided large supplies of logs for the lumbering industry. Most of the settlements owe their origin to the establishment of sawmills which operated in the wonderful stands of white pine which this district afforded. Several sawmills still provide lumber for local needs, and there is a pulp and paper plant at Sturgeon Falls. Hydro-electric power is generated on Sturgeon and South rivers and is used locally. The northwest corner of Algonquin provincial park cuts into the mapped area. The protection given to game and fish within the park has the effect of increasing the number in the surrounding country as they spread out from the park, and hunters and fishermen find good sport in the adjacent areas. Many fine canoe trips are available throughout the area as well as excellent boating on Lake Nipissing.

A reference to the map will quickly illustrate the variety of the canoe trips in the area covered by and adjacent to the map sheet. There is that portion of the old "Champlain Trail" which leads from the junction of the Ottawa and Mattawa rivers through Lake Talon and others waters to Lake Nipissing, and the western extension of this route which lies down the French river to Georgian bay. Emptying into the northwestern part of lake Nipissing is the Sturgeon river which forms part of a more or less strenuous route from famed Timagami. A corner of Lake Memesagaming is shown, a lake which is but one of the interesting waters which form the Pickering river trip, a route which lies south of and parallel to the French river. For those who wish for shorter trips and smaller streams there is the winding South river and the easy-flowing Restoule river. One could spend the greater part of a summer paddling, camping, and fishing in this delightful region.

North Bay is the main outfitting point for hunting and fishing parties planning trips into this area. Sturgeon Falls, Powassan and Callander are other favoured points. Bass, pike, pickerel, and the possibility of hooking a fighting maskinonge draw many fishermen to Lake Nipissing and adjacent waters and the speckled trout in nearby streams are an added attraction. The northern part of Parry Sound district is covered by the map sheet and this is one of the good deer sections in Ontario, due credit being given to its proximity to Algonquin Park. Many of the sheltered bays of Lake Nipissing are excellent feeding grounds for duck during the fall flight so that the sportsman in this region is assured of game, either feathered, furred or finned.

The price of this map is twenty-five cents on paper, thirty-five cents in folder, or fifty cents on linen-backed paper.

Ottawa Journal.—Walking may be good for the health, but it causes many people to get run down.

## Honor Local Man for Horticultural Work

Toronto Horticultural Society Gives Special Honour to H. Hatton for Work in the North.

H. Hatton, who was responsible for the holding of the first horticultural exhibition in Timmins and whose active and able work made that first year and subsequent years successful has been specially honoured by the Toronto Horticultural Society. The Toronto society has recognized his outstanding services to horticulture in the North by awarding him a Diploma of Merit. The following letter was received last week by Geo. Hogg, secretary of Timmins Horticultural Society, and explains the matter:—

Dept. of Agriculture  
Agricultural and Horticultural Societies

Toronto, Ont., Sept. 17th, 1934  
Dear Mr. Hogg:—Recommendation has been made to the Toronto Horticultural Society that a Diploma of Merit be awarded Mr. H. Hatton for his effort on behalf of horticulture in Timmins.

The Toronto Society has learned through Mr. Silliant that Mr. Hatton has given a large contribution of time and effort towards the Society in your town. It is a pleasure to forward here-with this mark of recognition from the Toronto Society.

I remain,  
Yours Sincerely,  
John F. Clark,  
Lecturer in Horticulture.

To Mr. Geo. Hogg, Secy., Hort. Socy., Timmins, Ont.  
Accompanying the letter is the diploma of merit of the Toronto Horticultural Society. At the top of this diploma is the seal of the Toronto Society with the words, "Beautiful Toronto." Then the name of the Society, "Toronto Horticultural Society," followed by the words, "Diploma of Merit," printed in red ink. The rest of the diploma reads:—"Awarded to Mr. H. Hatton, For Horticultural Activities, Sept. 14th, 1934. (Signed) Lionel Godson, President."

Many will remember how a number of years ago Mr. Hatton inaugurated a horticultural exhibition as a feature of a Timmins Football Club sports day. The exhibit was personally gathered by Mr. Hatton who had to interview all growing flowers or vegetables and secure their co-operation. Then he personally arranged the exhibits. The first exhibition was a notable success, and it was recognized by the Football Club executive that the success was due in large measure to Mr. Hatton's personal interest. He was granted prize money by the Football Club, but this was not enough for the occasion, as it developed and he added other prizes from his own pocket. The second year he received more assistance and co-operation from the Football Club and the event was again a success. This exhibit under the auspices of the Football Club was the forerunner of the present successful Timmins Horticultural Society. In addition to his connection with the Timmins Horticultural Society, and his work for its predecessor, the show under the auspices of the football club, Mr. Hatton has been specially active in horticultural work in Timmins and district.

## Honking of Horns to be Discouraged in London

Within five miles of Charing Cross in London, England, motorists no longer sound the "hooter" between the hours of 11.30 p.m. and 7 a.m. If they are wise, they drive carefully and avoid using the horn, because the Ministry of Transport has so decreed, and the order will be rigidly enforced after night drivers have had an opportunity to get used to it. The experiment is interesting in Canada, especially in urban centres where sleep is often disturbed by callous use of klaxons. Honking—or hooting as they call it in the Old Country—is a nuisance which varies in different centres. Cities in Quebec are observed to suffer more than cities in Ontario. No matter where the nuisance exists, it is capable of regulation because the horn is no substitute for careful driving. Too often it is used by a motorist to express other thoughts than that of merely warning a pedestrian or other car.

## Town of Cobalt Tax Sale Case No Nearer Closed

The New Liskeard Speaker last week had the following paragraph:—"Haleybury—The dispute between the town of Cobalt and Mrs. Kate Bickell remains unsettled, following a ruling by the Court of Appeal at Toronto last Friday it had no jurisdiction to entertain the appeal taken by the corporation from the judgment of Judge Hartman last April. It is held that "the document issued by Judge Hartman purporting to be a judgment in the action shall be treated as a report of an Official Referee made under section 67 of the Judicature Act" and that "the time for appealing from such report of the Referee to a judge of the Weekly Court be consent, extended until September 24." His Honour gave judgment for \$300 in favour of Mrs. Bickell in her action against the municipality for illegal distraint of her goods and chattels in a dispute over rent. Counsel for both parties agreed to this course."

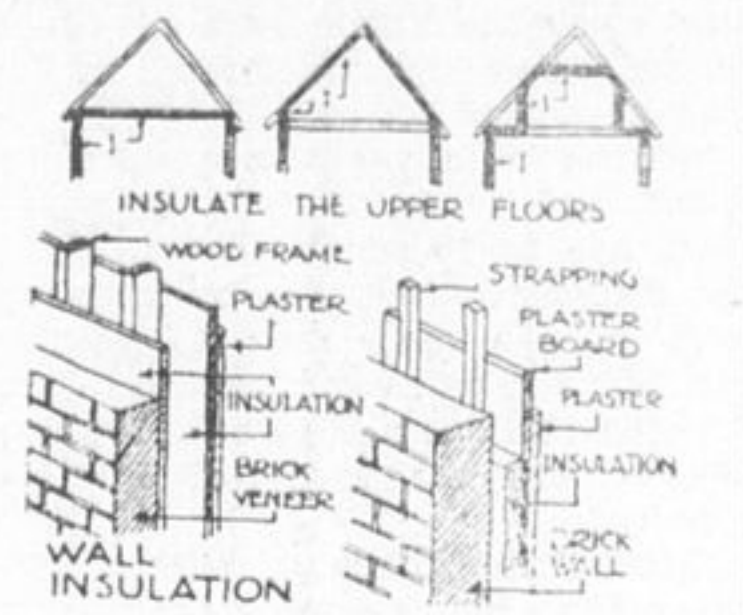
Ottawa Journal.—In Great Britain they put on a "safety-on-the-highways week." The result was that in that particular week 126 persons were killed and 5,595 injured, the second highest casualty list for British highways on record. The experience suggests that carelessness on the highways calls for something sterner than experiments in good precepts.

## What You Should Know About Houses

A Weekly Feature Service Supplied to The Advance by Home Builders' Service Bureau, 177 Jarvis Street, Toronto 2

The following is No. 31 in the series of articles on homes and home-building, supplied for readers of The Advance by the Home Builders' Service Bureau, Toronto:—

**INSULATION**  
Put hot coffee in an ordinary bottle and it cools in a few minutes. Put it in a thermos bottle and it keeps piping hot for hours. That's because the thermos bottle is insulated. An insulated home is like the thermos bottle. It's warmer in the winter—cooler in the summer. And how it saves fuel! There are many different types of insulation. Some are better for certain purposes than others. Get expert advice for your particular problem.



**It Saves Money**  
Fuel saving effected in the average home by insulation, weather stripping and storm sash run as high as 60 per cent. annually.

On the assumption that the insulation is applied to both walls and roof, a one half inch layer of insulation saves from 20 to 30 per cent. Adding a one-inch layer of insulation saves from 30 to 40 per cent.

The approximate savings possible, expressed in percentage of fuel which would have been required for similar houses without insulation or weather stripping, are shown in the following table:

No insulation, weather stripped—	15 to 20.
Same, with double (storm) windows—	25 to 30.
One-half-inch insulation, now weather stripped—	20 to 30.
One-half-inch insulation, weather stripped—	about 40.
One-half-inch insulation, with double windows—	about 50.
One-inch insulation, not weather stripped—	30 to 40.
One-inch insulation, weather stripped—	about 50.
One-inch insulation, with double windows—	about 60.

(Expressed in percentage of fuel, which would have been required for a

similar house without insulation, with weather stripping).  
With double windows, no insulation—10 to 15 percent.  
One-half-inch insulation only—25 to 35.  
One-half-inch insulation with double windows—40 to 45.  
One-inch insulation only—35 to 45.  
One-inch insulation with double windows—50 to 55.

The range in values corresponds to the extremes in wall construction usually encountered in average dwelling houses.

**Solid Masonry Walls Should be Insulated.**

As a general rule, ordinary walls of solid masonry are somewhat less effective in retarding heat loss than well-constructed frame or hollow tile walls. A somewhat greater percentage saving in fuel is therefore obtained by insulating a solid masonry wall than by applying the same insulation for a frame or hollow tile construction.

Any house representing a considerable initial investment, particularly one with solid masonry walls, should be insulated, since the cost of insulation is a small proportion of the total, and the resulting additional comfort and fuel saving is considerable.

## Says T. & N. O. Railway is a Great Asset to Province

Among the many comments made recently in regard to the T. & N. O. Railway, there is one by The Simcoe Reformer in which the northern railroad is referred to as a great asset to the province of Ontario. It is interesting to note that the newspapers and public men who have the most knowledge of the North have the best words to say about the T. & N. O. Apart from those who have particular axes to grind, those who are free in condemning the T. & N. O. are those who do not know what they are talking about.

In an editorial article recently The Simcoe Reformer said:—

"The Temiskaming and Northern Ontario Railway has been in the limelight recently by reason of the probe conducted for the new provincial government by Armand Racine, Windsor lawyer. Whether or not as a result of the probe, George W. Lee, general manager of the railway and one of Northern Ontario's most valuable servants, has suffered dismissal. Criticism is heard from many quarters concerning the fact that the T. & N. O. Railway did not always earn sufficient

# BEE HIVE

## GOLDEN CORN SYRUP

A GREAT ENERGY FOOD

profits to pay the interest on its bonds.

"It is interesting to learn that the Northland Post of Cochrane has to say about this condemnation of the management: "It must be borne in mind that the T. & N. O. was built as a colonizing railway in the first place and that the mines that have been turning out a veritable flood of new wealth for more than twenty-five years were discovered as a result of its construction. Let the southern part of the province ask itself then where it would have been these past twenty years without the business brought to it by the T. & N. O. This must be taken into consideration to gain a perspective of the whole matter."

"Further impressive evidence of the value of this railway to Ontario was given by Mr. Longmore, metallurgist of the Hollinger Gold Mines, who placed the silver output of land contiguous to the railway since 1904 at 420,000,000 ounces and the gold production since 1909 in that territory at \$484,000,000. He declared that altogether the building of the railway had brought \$746,000,000 to Canada in gold and silver. Gold production directly in the railway area in 1933 was \$44,500,000, without the premium. Companies responsible for half of this gold production reported a 1933 payroll of \$7,800,000 and an expenditure on supplies of \$4,400,000. Of the latter, 60 per cent. was bought in Ontario, 19.67 elsewhere in Canada, 15.34 per cent. in the British Empire, and 4.88 in the United States. In 1933 these companies paid \$685,000 in Ontario taxes and all the gold min-

ing companies in the area paid \$2,730,000 in Dominion taxes.

"Since 1904, according to Mr. Longmore, the gold and silver mines of the T. & N. O. area have produced more than \$350,000,000 worth of business for Ontario. This money went into the business channels of Ontario exclusive of taxes and does not include the tie, pulp, paper and timber exports of the area. In conclusion he declared: "My point is that the T. & N. O. has a value to the people of Ontario far in excess of the capital investment and its annual deficits. There is no reason for extravagance on the road, but I wanted to bring to public attention the service performed by it."

"The answer of the Hepburn Government is to discharge the man who more than any other, was responsible for the T. & N. O. Railway and its invaluable service to the North Country. The dismissal of George W. Lee is on a par with that of Mr. Gaby, who built the hydro system. True that the new administration has rid the public service of many supernumeraries, but it does not gain favour nor show good judgment in the summary disposal of two men with such records as Messrs Lee and Gaby."

Toronto Mail and Empire:—We take it for granted that school children are not smoking in their class rooms, or indeed on school premises. Therefore whether they are smoking elsewhere or how much they are smoking would seem to be a matter for the consideration of their parents rather than of the Board of Education.

Purest for Mouth Health  
For cooking, table and all uses about the house.

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EIGHT SEPARATE ONE-OUNCE SQUARES  
UNSWEETENED  
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**FRY'S HOT CHOCOLATE**,—a new Fry product. Extremely appetizing and very convenient. Requires only the addition of boiling water to serve a creamy satisfying drink—without adding any milk or sugar.  
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**FRY'S Unsweetened Cooking Chocolate**—is now a popular favourite. It is packed in eight separate one-ounce squares for accurate measurement and convenient use. To improve the taste and appearance of your cake, use Fry's.  
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- 1/4-lb. CADBURY'S Nut Milk
- 1/4-lb. CADBURY'S Bournville Dark

IMPORTANT: In the event of any of the above Fry products not containing coupons, simply save the labels as follows:  
1/4-lb. Fry's Cocoa Label good for 1 coupon.  
1/2-lb. " " " " " 2 coupons.  
1-lb. " " " " " 4 coupons.  
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