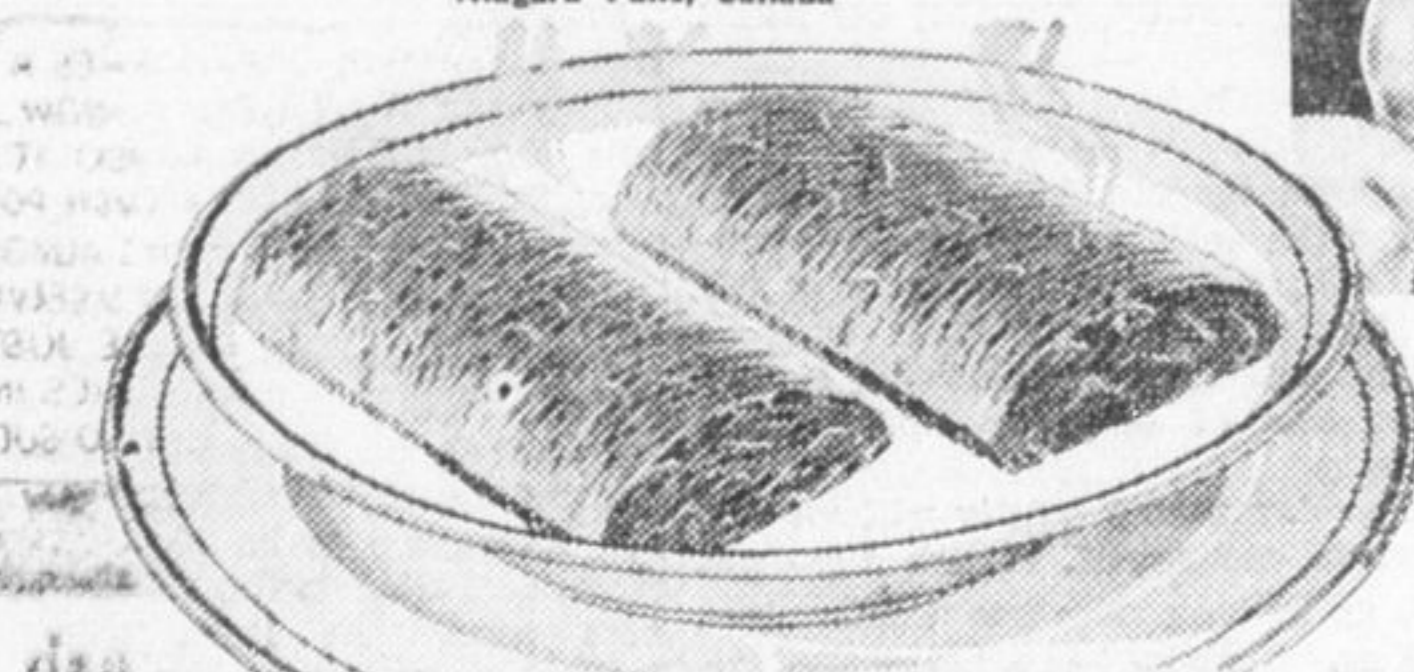


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Interesting Uses of Pioneer Railroads

In New Country the "Track" is More than a Railroad Line, Being Main Street, Lovers' Lane, Etc.

Recently because of the political enquiry into T. & N. O. affairs there has been much public attention centred on this pioneering railway. The suggestion about giving the Moosonee line "back to the Indians" will bring to many in this North the thought that it is only a few years ago that there was similar disposition on the part of some of our people in regard to other parts of this pioneering railway, and it will be remembered that if these parts had been given "back to the Indians" years ago the same people would be trying to steal them from the Indians to-day, provided, of course, that they had developed in the same way that they have done. Of course, if the lines had been handed "back to the Indians" there would not have been the development that has resulted and there wouldn't have been anything worth stealing.

In the meantime, some have been prompted to consider what the pioneering railway means to a new country. In this connection it is interesting to note what W. J. Gorman has to say about pioneer railways in his column of "Grab Samples" in The Northern Miner. Here is his interesting article, though the adjective "interesting" is scarcely necessary, as all the "Grab Samples" articles are interesting:—

The "Track"
"Canadians in their forties, who have not lived all their lives in cities, have almost invariably had experience of life in pioneer communities. It is not more than four decades since railways began to penetrate the back areas and to open up new regions which had not previously been settled. One thinks of Northern Ontario and Quebec and parts of the west in this con-

nection. Most families have lived for a period in newly opened regions and can recall with nostalgia the spirit that was abroad at that time. The spirit of enthusiasm for the development of new communities, the urge to create, to build, to make clearings, to carve farms or villages out of the bush.

"In that day the railway was a vital institution, the bringer of prosperity, often the sole connecting link with more highly developed civilization. The "track" was often main street of the new settlement and all activities centred around it. Up the track and down the track were more than just directions. They were definite routes that led to other settlements, to farms, to scenes of construction, to hunting or fishing places. If one lived up the track he had an established position. If he dwelt across the track his location was settled and his neighbours knew where to find him.

"The "track" had various uses besides those of freighting highway and footpath. It was often the Lover's Lane of the new community and even to this day it retains this character in many places. On Sunday afternoons or on mild evenings in spring and summer the young people were prone to pair off and wander up the railway line, lacking highways, motor cars or any other form of escape from the vigilant eyes of the pioneering parents. In some communities the fact that a young lady "went up the track" was considered very unconventional and reflected somewhat on her standing. In other places it was an established custom and everyone paraded the steel shed highway unconcernedly.

"The "track" was the road to romance for the small boy with his fishing rod or his older brother with shot gun or rifle. The line penetrated the deep bush and provided a cross-section of the game getting opportunities of the immediate neighbourhood. Rabbit snaring in the winter could be efficiently conducted, using the railway line as a base of operations. Then, too, there was always the attractive hint of danger in following the tracks. There were the sporting trains, which caused barefoot youth to run pell mell down the embankment, to watch the monster in its veil of dust roar by. There was the odd hobo, thrown off the train, footing it wearily and hungrily to the next stopping place and granted a wide berth by the local boys, who had heard sinister tales of the ferociousness of these knights of the road. There were handcars, work trains, section men, pumping houses, bridges, culverts, and rockets to be examined and commented upon by the young adventurers of the track. Bridges had a peculiar fascination and were negotiated with caution. The enormous height, perhaps as much as twenty feet, from the stream below, the open work underfooting, created a delicious giddiness which overcame the nerve of the less hardy of the youngsters who went prone and navigated the dangerous passage on all fours, to the accompaniment of the jeers of the more daring. "Then there was the fatal attraction of the green glass insulators on the

telegraph poles. The well directed stone could be made to crack these appendages of the mysterious telegraph system, with the chance that the matter would be reported to the section foreman and dire results accrue. What mattered it if one spent a whole afternoon shooting at the small target if the reward was a fearful yet gratifying crash of glass? Time had little significance when a boy was "down the track." A sore arm and a slightly guilty conscience gave a thrill to an afternoon's wanderings.

"To squat in a culvert and let a train rumble by overhead was an adventure of the tracks. After the ordeal one rushed out and hooted at the disappearing train. Later he told his chums that he had been run over by a train and never hurt a whit. Those old men in greasy overalls who sat in pumping houses by little streams near bridges and manipulated valves, and levers fascinated little boys voyaging on the track. The youngsters sat about the door, sometimes venturing into the hot interior of the shack, silent and respectful, listening to the mighty pulsing of the pump and swishing of the steam from the engine, passing on to other adventures, thinking of the remote day when they, too, could be pumpmen.

"The railway men were heroes to the youth that lived along the track, age, even to the young girlhood of the day. Striding the rocking cars, swinging down or hooking on while the train was in motion, purposely exaggerating the dangers of their calling, the brakemen swaggered through the days, collecting their meed of admiration. It was all part of the saga of the track. "In travelling through Northern Ontario and Quebec in these days one notes that the "track" is fulfilling its former role as centre of community life. But where in the old days it connected farming or village communities today it stretches long links between isolated points, where there may be only a telegraph, a section crew, with the odd lonesome looking woman or child. Railway division towns, spotted a hundred miles apart, are feebly connected by stations, little groups of houses around a depot, where an occasional prospector drops off or an Indian boards the train. The traveller, gazing from the window into the faces of the forlorn looking residents on the platform, wonders now they tough it, isolated, apparently forgotten "up the track."

EXAMINATION SOUTH KEORA MINES PROPERTY CONTINUES

The examination of the South Keora Mines property by important mining people is continuing. The Northern Miner is advised by W. E. Smith, secretary-treasurer. The property lies two claims west of the interesting Pamour development, six miles north-east of the production part of the Porcupine camp. Capitalization is 3,000,000 shares with 1,100,000 still in the treasury; 1,000,000 shares are held by the Keora Mines company. W. B. Gunton, of Toronto, is president.

- 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. 34 in the series of weekly letters on homes and home building supplied by the Home Builders' Service for the readers of The Advance:—

Repairs Needed to Protect Value
Occasional painting and renovating keeps homes new and attractive.—If you were to own two houses, just alike, and side by side, and you were to allow one to go for five or ten years without renovating; and if you were to keep the other house up to the minute and at the same time keep a record of the money spent; you would find that at the end of the period, it had cost you less to keep the house up than to let it go.

Take for a hypothetical example, a man who owns two \$7,500 homes in a suburban town. They are side by side. During the course of a five-year period he has kept one of the houses neatly painted and has replaced the wallpaper twice. He has also added an oil burner and a new water heater.

At the end of the period he finds that he can sell the house which has been kept up for \$7,200. He has spent \$1,200 for new equipment and repairs.

Net Saving of \$1,500
Then take the other house, which has been subjected to the same wear, but which has not been kept up-to-

date. In the same deflated market it will bring \$4,500 in a sale, a net depreciation of \$3,000. The house which was kept up shows a net depreciation of only \$1,500. (\$1,200 spent for repairs plus \$300 depreciation from cost price).

Every home depreciates as time goes on. It can only rise in value if there is a general real estate boom and prices rise to such an extent as to counteract the depreciation factor. Real estate booms have been conspicuous by their absence during the last few years. Few if any properties have shown any increase in value.

But the decrease in realty values, which ultimately spells distress and foreclosure, can be stemmed if repairs are made when needed, and if new equipment is added when the old equipment becomes more or less obsolete.

People who own property to rent are especially appreciative of the advantages of modernizing. They know that if they can show a tenant a comparatively old building that presents a good appearance as a new one, they can compete with the new building. They couldn't do it if the older house were literally falling to pieces, if the wallpaper were torn or dirty, or if the floors were scratched and bare.

Another Sample of Disorder in North

Halleybury Man's Lumber Camp Left Idle When Men Forced to Quit Work, Violence and Threats of Violence.

Last week The Advance published a despatch from Toronto in which Hon. Arthur W. Ross, the Attorney-General of Ontario, was quoted as saying that there was no serious disorder in the North in connection with the red strikes in progress here. Apparently Mr. Ross has a fine taste in disorder. When the loyal Canadians are driven from their employment by thugs led by alien agitators, when food is stolen wholesale in lumber camps, when men are beaten up by alien blacklegs, when officers are assaulted by mobs, when obstructions are placed on roads and railway tracks, when deliberate attempts are made to wreck trains, when foreigners claim to have control of the law and to be able to do as they like, then surely the disorder is serious enough to alarm any earnest and conscientious Attorney-General. The Attorney-General in Quebec views the sort of thing as most serious and refuses to tolerate it in any way. Reference has already been made to the forcible driving out of the men from the Wicks camp near Cochrane and the appeal of Mr. Wicks to the Attorney-General for fair play—an appeal that seems to have been fruitless. Reference was also made to the invasion of Braconier's camp in the Abitibi area, the driving out of the workmen and the theft of all the foodstuffs in the camp. The Attorney-General apparently is one of those tolerant gentlemen who would look upon Nero's murder of his mother as simply a mad boyish prank and plead the Roman emperor's orphaned condition as excuse for leniency in considering the crime. It may be definitely stated, however, that the people of the North do not look so insantly upon the violence of the alien agitators and do not by any means intend to tamely submit to anything of the sort.

In addition to the other disorders mentioned in past issues of The Advance there is another typical one described in the last issue of The Halleyburyian. The Halleyburian says:—

"M. J. Hennessy of Halleybury, is among the contractors for the Abitibi Pulp and Paper Company who have had their operations interrupted by the strike of woodsmen and, while his camp is still open, there are only a couple of men left to care for the property and to have the place in readiness when, and if, the men decide to work. Yesterday Mr. Hennessy, who has been ill at his home here for the past week, stated that he hoped to get operating again in time to finish the season's cut and described something of the trouble experienced when the men went out on strike.

"He had 180 men employed, he said, and when they took a vote as to whether to go on strike or not, there were only about 50 who voted in favour. However, fearing that there would be trouble coming in any event, a number of others joined them when they walked out, leaving about half of the crew at work. Later a large party of strikers visited the camp and literally forced the remaining men to join them. On the occasion of this visit the strikers demanded their supper before they left, which was given them, as Mr. Hennessy put it, "because they would have taken it anyway." He tried to argue with the men, but there was apparently nothing that could be done. He terms the leaders "communists" and declares that the majority of the men would be content to remain at work if they were left alone. Police are unable to cope with the strikers, Mr. Hennessy says, being far too few in numbers and with too little authority to handle them as he thinks they should be handled.

"Of conditions in the camps and the wages earned by the men Mr. Hennessy says there is little if any legitimate cause for complaint. At his own camp piece workers were averaging between \$59 and \$60 per month, after paying their board. The lowest month's wages paid this season was \$28, he said, and that was to an inexperienced man who

would learn as time went on. In one camp the average wage was slightly higher than his, and he told of one man, an experienced woodsman, who had earned over \$8 on the day in which he and the remaining workers were forced out to join the strikers.

"Mr. Hennessy has hopes that the strike will be settled in time for the schedule of operations planned at the beginning of the season to be carried out. In his own case, he said, if he got under way again at the beginning of the New Year he could still finish up, as he had about half of his projected cut completed when the trouble started."

Keep Cooking These to Keep M.D.'s Away

Put Some Apple in the Pie for the Apple of Your Eye, is the Idea of Barbara Brooks, Expert Cook.

The following article by Barbara B. Brooks is contributed for the advantage of the readers of The Advance:—

Have you ever seen anyone pass a tree whose apples were within reach without picking one and taking at least a bite. Even the knowledge that the apple is still green will not deter a trial in the hope that it may taste good.

This is the time of year when we can eat apples to our heart's content. Many delicious kinds are on the market for eating and cooking. Apple sauce, apple pie, apple dumplings and cobbler, apple strudel and apple charlotte are some of the popular desserts. Fried apples, apple fritters and baked apples appear with meat. Apple salad and fruit cocktails with apples are found in the menu. In addition, apples are being canned, made into jelly and apple butter and put into mince meat. In short, this is apple time.

Have you made apple dumplings lately? In our family, we always had two kinds—steamed and baked. The former must be served immediately upon removing them from the steamer or they will be heavy. The latter can stand but should be kept hot. The baked dumplings were considered better for the children so, of course, we all wanted them steamed.

Apple have excellent food value and nearly everyone likes their flavour. Although they are available nearly all year round, in the fall of the year the loaded trees and baskets of them in market make us think more about them; and use them more frequently than in other seasons.

Apple Charlotte
2 1-2 cups corn flakes
2 cups sweetened apple sauce
Rind of 1-2 lemon or
Juice of 1-2 orange or lemon
2 tablespoons butter

In a buttered casserole spread a layer of corn flake crumbs. Cover with apple sauce, to which the fruit juice has been added. Top with corn flakes and dot with butter. Bake for 15 minutes in a moderate oven (400° F.) Serve with whipped cream. Yield: 6 servings.

Apple Dumplings
2 cups flour
4 teaspoons baking powder
1-2 teaspoon salt
2 tablespoons sugar
5 tablespoons shortening
3-4 cup milk

Sift dry ingredients. Cut in short-

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ening. Add milk. Roll dough to 1-4 inch thickness and cut into 4-inch squares. On each square place an apple which has been cored and pared. Fill centres with sugar and cinnamon, adding a small amount of water and a small piece of butter. Fold edges of dough over apple and press together. Placed folded side down in buttered baking pan and bake in a hot oven (400° F.) for about 30 minutes.

2 tablespoons melted fat
Wash and core apples. Cut in 3-8 inch slices. Fry in fat, being careful not to break the slices. Sprinkle with granulated sugar if desired.

Hard Sauce
2 tablespoons butter
1 tablespoon boiling water
1 cup powdered sugar
1 teaspoon vanilla
Cream butter and sugar, adding water from time to time to make beating easier. Add flavouring. Chill.
Brown sugar may be used instead of powdered sugar.

Apple Strudel
Line a buttered pudding dish with corn flakes. Cover with a layer of very thinly sliced apples, sprinkle with sugar, a little cinnamon and dot with pieces of butter. Fill to top with alternate layers, covering with a layer of corn flakes. Cover dish closely. Bake in a moderate oven (375° F.) until apples are soft. Serve with hard sauce, lemon sauce or cream.

Fried Apples
6 apples

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