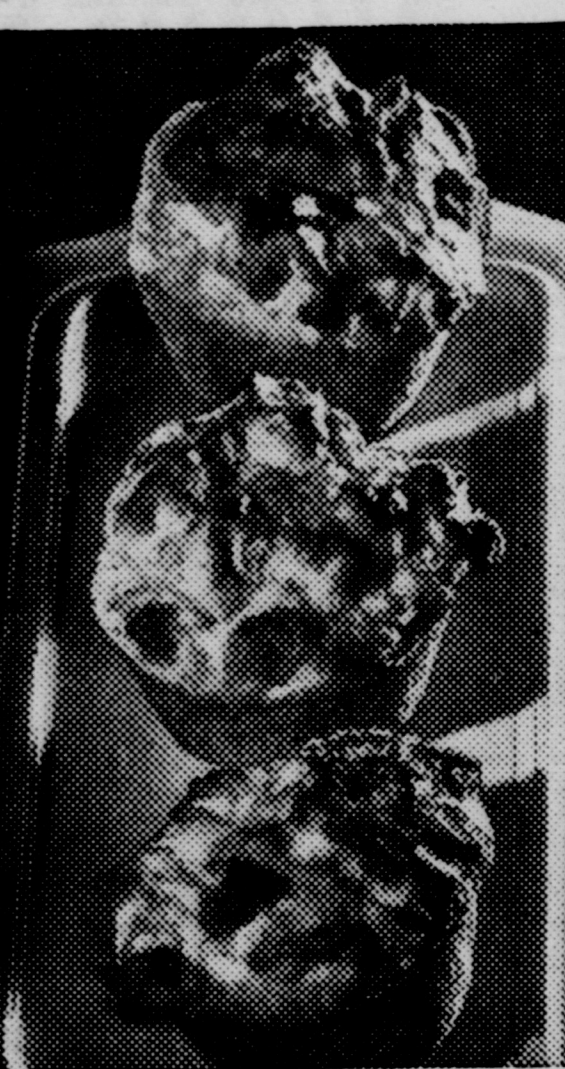


Miss Ann Adam's Recipe for Bran Muffins

¾ cup bran ¼ cup sugar
 1½ cups flour ¼ cup milk
 3 teaspoons Magic 1 egg
 Baking Powder shortening

Mix the bran with the sifted fine dry ingredients. Make a well in the centre and pour in the milk and well-beaten egg. With the fewest possible number of strokes, blend these ingredients and stir in the shortening. Half fill greased muffin pans and bake in a hot oven, 400° F., 15 to 20 minutes. A few chopped dates, lightly coated with some of the measured flour, may be added.



Miss Ann Adam bakes her famous Muffins with Magic Baking Powder



three points — economy, health value, and successful performance.

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HEALTH SERVICE of the CANADIAN MEDICAL ASSOCIATION

PREVENTION

We find occurring a surprisingly large number of accidents which lead to suffering, permanent disability and not a few deaths. It is obvious, therefore, that it is most desirable to prevent accidents and to take reasonable precautions with that object in view.

Sickness might, in many cases, be classed as an accident, for in its occurrence, there is the element of chance in contact with disease germs, but in this article, we use the term "accident" to describe unexpected and unforeseen injuries to the body.

We give the name accident to many injuries which really should not be thus called because they are the result of carelessness and could be foreseen. If we run in front of a motor-car, the injury which likely follows could have been foreseen, and so is the result of our carelessness or thoughtlessness. Such an injury should not really be called an accident, but we generally use the term to describe all injuries whether or not they are the result of our own lack of care.

This point is stressed because if you think of all the accidents of which you have heard, you will find that most of them would not have occurred if reasonable care had been taken. It is because we take so many chances that so many accidents happen.

Accidents do not all occur away from home; a very large percentage of them happen right in our homes. We stand on and reach from a chair instead of using a step-ladder. The rug is torn and we neglect to mend it until someone trips and has a fall. We fail to remove snow or to cover it with sand, and someone slips on the icy steps. We leave poisons on the same shelf with bottles containing harmless substances. The electric fixture becomes loose and is allowed to remain so.

It is just because we are careless in regard to these and other similar things that people take poison unknowingly, or we find so many broken bones, sprained joints and bruises as the result of falls in the home.

The trouble is that we take chances every day, and no harm results. This goes on until we become careless, and then, one day, the accident happens. Most accidents are due to our own fault, and no one is to blame but ourselves. It is a question of personal responsibility, and not all the safety laws in the world will protect us unless we do our part.

The reason why we write this article is because we see the number of accidents increasing. Those who value their health and strength must give heed, not only to preventing disease and to living a hygienic life, but they must also take reasonable precautions to protect themselves from injury.

Questions of Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

REDUCTION FOR TRUCKS

Fredericton, N. B., April 2.—Announcement was made today by Hon. D. A. Stewart, Minister of Public Works, of a reduction in the rates on motor trucks in the 3000 and 4000 pound class.

Under regulations, passed by order-in-council yesterday the rates on trucks in the 3000 and 4000 pound class have been set at \$1.15 per hundred for the first 3000 pounds and at \$3.00 for each additional hundred pounds or fraction thereof.

The previous regulation, put into effect a few weeks ago, set the rate for this class of trucks at \$1.75 per hundreds lbs.

NOTICE

Turn to Page 7 and make out your List of Our 2 for 1 SALE ITEMS, and Save Money.

PATTEN'S DRUG STORE.

Famous Vegetable Pills Make Short Work of Indigestion

"After the first dose I was made aware of their very real tonic value," writes Miss M. "I was troubled with indigestion and Sick Headaches." Because they are PURELY VEGETABLE, a gentle, effective tonic to both liver and bowels, Dr. Carter's Little Liver Pills are without equal for correcting Constipation, Acidity, Bileousness, Headaches, and Poor Complexion. 25c. and 75c. red packages. Sold everywhere. Always ask for them BY NAME.

Here and There

There are over 450 miles of motor highways, 100 miles of roads, 2,492 miles of trails and 1,100 miles of telephone lines in the twenty national parks of Canada, which cover an area of over 13,800 square miles in different parts of the Dominion.

San Francisco was en fete recently when the Canadian Pacific liner Empress of Britain arrived there from Honolulu for a two day stay on her 12-day winter cruise of world ports. About 80 additional passengers joined the ship at San Francisco and another fifty at Los Angeles for the last lap of her voyage through the Panama Canal to New York.

"The Mineral Position of the British Empire" is the suggestive title of a paper by Dr. Charles Cammell, Deputy Minister of Mines, which will be the leading topic for discussion at the annual meeting of the Canadian Institute of Mining and Metallurgy, in Montreal on April 5, 6 and 7. This same topic will provoke much discussion at the forthcoming Imperial Economic Conference.

Belief that economic conditions were gradually improving and that the forthcoming Imperial Economic Conference at Ottawa would be one of the big historical events in the development of the Dominion, was expressed by Senator Glenn Robertson, former Minister of Labor, who saluted the S.S. Montcalm from Halifax recently as Canada's chief delegate to the 16th annual conference of the International Labor organization at Geneva.

Canada's rapid change from an exporter of raw minerals to an exporter of finished goods, and the finished products will be well set forth at the annual meeting of the Canadian Institute of Mining and Metallurgy in Montreal on April 5, 6 and 7. A number of important papers will describe the new smelters and refineries that have effected this change.

With five steamers in service between Port McNicoll and the head of the Lakes during the coming season, the Canadian Pacific Railway announced that they will now accept shipments of S.S. freight at eastern points destined to points in western Canada, via Port McNicoll, Ont., and their lake and rail route subject to delay at Port McNicoll pending the first sailing.

Changes in the management of Maritime Province summer hotels of the Canadian Pacific Railway will shortly become official. Joseph A. Cashman who managed the Lakeside Inn, Yarmouth, N.S., and is at present in charge of the Place Viger Hotel in Montreal, will become manager of the Algonquin Hotel, St. Andrews, N.B., and he will be succeeded in the management of the Lakeside Inn by Jeremiah Daley, Jr., now chief clerk at the Cornwallis Inn, Kentville, N.S.

Among deeds of heroism at sea, the rescue of the 27 men of the salvage ship Reindeer by volunteer seamen of the S.S. Montcalm recently will rank high. Ably seconded by Captain Rothwell who steered the Montcalm to make a lee for the lifeboat, and with very heavy seas running, the men under Second Officer Knight put through "as pretty a piece of work as one could wish to see," was the comment of J. G. Ross, of Moose Jaw, former M.P. for that city, who was a passenger and witnessed the rescue from start to finish. (831)

WOOD'S PHOSPHORINE.

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Taschereau Protests Beauharnois Policy

QUEBEC PREMIER IN LETTER TO BENNETT SAYS PROJECT WILL GIVE ONTARIO CHEAP POWER AT EXPENSE OF OTHER PROVINCES

(Financial Times)

Developments of the week in connection with the St. Lawrence waterway and power projects have included an intimation in the prorogation speech of the Ontario legislature that an agreement was near and a further protest on behalf of Quebec by Premier Taschereau.

Sir William Mulock in delivering the prorogation address at Toronto said: "My ministers expect shortly to arrive at an agreement with the federal authority in relation to the construction of a joint seaway and power development in the international section of the St. Lawrence River. This is a matter of special satisfaction because it will facilitate the negotiation of the deep waterways treaty between the United States and Canada, and its submission to the respective legislative bodies concerned," the speech announced.

Taschereau's Protest

The protest on behalf of Quebec by Premier Taschereau was in the form of a letter to Premier Bennett as follows:—

The Right Honorable R. B. Bennett, Prime Minister of Canada, Ottawa.

When I had the honor of meeting you with several of your colleagues at Ottawa lately, you explained to me the main lines of a project of Canalization of the St. Lawrence from Montreal to the Great Lakes, and a development of hydro-electric power along the course of our great national river.

I stated to you in the course of our conference some objection which I saw to your proposal, objections shared, I think, by the great majority of the people of our province, but I nevertheless assured you that I would talk them over with my colleagues and would report to them the representations that you made to me as well as to the gentlemen who accompanied me to the conference.

I think now that it is my duty to inform you that the Government of Quebec has not altered its view, one moreover, fully shared, and almost unanimously so, by our Legislature during the session just concluded.

Your scheme which has two objects in view navigation and development of hydraulic power, would include, if I rightly grasped your idea, three different portions:

1. The part of the St. Lawrence, called international, between Canada and the United States, or rather between the Province of Ontario and the State of New York;

2. The stretch which includes, as to part, the Beauharnois Canal now in course of construction;

3. And finally, close to Montreal, the Lachine Rapids.

Allow me first to speak of the objections to the proposed scheme as a whole: we will examine afterwards the special objections to the three sections above mentioned.

General Objections.

Quite a volume might be written on this subject; I will content myself with resuming very briefly our objections.

1. The cost of the undertaking. It will be enormous; remember that Panama, Suez, and Welland, have each cost three times what the engineers estimated. Is our new country, where there are so many things to be done, really in a state, in this period of financial crisis, to add to the burden which is oppressing it for an enterprise the results of which are very problematical?

2. These works will benefit neither Quebec, nor British Columbia, nor the Maritime Provinces, very little the Western Provinces which appear decidedly indifferent, and nevertheless they will be called on to contribute as well as Quebec in particular which contributes to Canada a third of its revenues.

3. As to navigation, the American Middle West will very probably profit by it, but should we make this sacrifice for a country other than our own and one which practically closes its market to us?

4. How do you think this river route can pay or even meet its expense when it will be closed during five months of the year, the capital being therefore unproductive for five-twelfths of its value.

5. If this route serves to transport the resources of the West, you will create a ruinous competition with our railways, whose actual situation must be a source of the gravest anxiety for you as for all Canadians.

Further, much of the grain of the West now goes by Vancouver and a certain amount by the Hudson Bay, the railway to which has cost Canada \$50,000,000. Is it your intention to turn these shipments from these new outlets after the sacrifices that we have made to create them?

6. The United States, it has been said, would be ready to finance a part of the development on Canadian territory. Our national pride is opposed to this. If, alone, we have not the means of carrying out the enter-

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