

Home made Candy

Treat the folks this Easter-time to candy of your own make! None tastes so delicious, none so perfectly satisfies, none so pure and good for all as the candy you make in your own kitchen. Use Borden's St. Charles when the recipe calls for milk—its creamy richness improves the flavor, adds to the food value of all candy. Here are a few tested recipes made with Borden's St. Charles—try them—they will delight you—

Three Layer Candy

PECAN FUDGE

2 cups granulated sugar
1 tablespoon butter
pinch soda
¾ cup pecans (broken)
1 cup Borden's St. Charles Milk
1 teaspoonful vanilla
1 tablespoon corn syrup

Place sugar, milk, syrup, butter and soda on stove. Boil until it forms soft ball when tested in cold water. Remove, whip, add flavor and nuts. When creamy pour in buttered pan.

Cream Peppermint Drops

¾ cup Borden's St. Charles Milk
3½ tablespoonfuls water
2 cups granulated sugar
½ teaspoon cream of tartar
2 drops oil of peppermint

Combine the first three ingredients in a saucepan and boil gently without stirring until a soft ball will form when a little is tried in cold water. Cool till tepid, then flavor, beat till creamy and quickly drop on oiled pans in small rounds from the tip of a teaspoon.

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Borden's
ST. CHARLES
MILK



A SUMMARY OF THE WORK ACCOMPLISHED AT THE GOOD ROADS ASSOCIATION MEETING

Montreal, Oct. 7.—Following the convention of the Canadian Good Roads Association in Regina last week, it is now possible to indicate in some measure, the tangible results of that gathering. In many respects this was the most important convention ever held by this association.

Among other things which have been agitating officials interested in the Good Roads movement for the last few years has been the administration of the Grade Crossing Fund from the Federal Government. This fund was instituted in 1909 and a yearly grant of \$200,000, has been made for the elimination of grade crossings. Heretofore this grant has been devoted purely towards the building of subways or overhead structures at dangerous crossings. For sometime past the Association has asked for an extension of this fund towards partial elimination. At the Regina Convention, Honorable T. C. Norris, former Prime Minister of Manitoba and a number of the Good Roads Association, who is now one of the members of the Board of Railway Commissioners of Canada, stated that where such crossings are relieved from a substantial volume of highway traffic, a proper contribution to the expense of such highway diversion may be made from the Railway Grade Crossing Fund. Mr. Norris intimated further that such a contribution would be made in cases where a complete elimination of such crossings was not possible in every instance. The declaration of the Railway Commissioner was felt to be a complete vindication of the object for which the highway officials have been contending for some years.

Notable contributions were made to the convention by Mr. Patrick Philip, Deputy Minister of Highways for British Columbia and Mr. J. B. Bickell, Registrar of Vehicles for Ontario, on the regulation and control of commercial vehicles. In Ontario, where the commercial vehicle traffic is most dense, Mr. Bickell pointed out how violators of the traffic regulations were punished.

The subject of the responsibility of the Government of Canada with reference to further Federal aid for the building of interprovincial highways was stressed in a paper prepared by the Hon. Percy C. Black of Nova Scotia, the past president of the Association. The discussion of this paper was led by the Hon. O. L. McPherson, Minister of Highways of Alberta, the new president of the association, and unanimous concurrence was expressed in the proposition that further aid from the Dominion Government is required particularly in the newer provinces, to permit the completion of road projects commenced under the former grant which Ottawa made.

Mr. William Findlay, a director of the association, urged that the association's Fact Finding Committee be empowered to collect information and bring forth recommendations concerning a system of uniform road signs throughout Canada and also a system of uniform traffic control. This recommendation met with the approval of the association and the Fact Finding Committee was instructed to make a study of this situation. The object of this project is to urge on those who make the laws and establish practices in connection with the use of highways to standardize their regulations to the greatest extent possible. The Fact Finding Committee will also investigate the effect on various types of roads and pavements of traffic of different weights and at different rates of speed.

A great deal of time was taken up with discussions on the building and maintenance of earth and gravel roads. The representatives of the western provinces were particularly interested in this subject. For instance the Province of Manitoba sent to Regina every one of its district engineers so that they might by the information and advice of those who had experience in similar road building problems in other provinces and in the States. Among other notable contributions to this subject was that of James Sinton, Chief Engineer of the Northern Development Department of Ontario, which department has charge of all the highway building in Ontario north of Washago.

Ontario north of Washago.

In the convention, discussions are encouraged and no arbitrary conclusions are sought, the object being to bring out the fullest co-operation of opinion. As an example of this, the address of Mr. S. L. Squire, Chairman of the Executive Committee, on the subject of "Urban Responsibility for Road Improvement" brought forth some vigorous protest. Controller Gibbons and Works Commissioner Harris of Toronto, both pointed out that Toronto had spent three or four million dollars in road improvement in York county while at the same time, the city has spent an equal amount inside its own borders so that traffic might cross the city on through highways. Mr. Squire had contended that in many cases rural sections had been making the investment in highway building, while the cities and larger towns had been cutting the interest coupons. He had further contended that during the last five years, the cities and towns had contributed toward rural highway development less than one-quarter of a mile on the rural system, while the rural sections had contributed 5.24 miles, an amount which he calculated as nearly 21 times as much as urban centers. No definite recommendations were made by the Association in this matter, but doubtless the subject will be heard from at future sessions.

N. Y. SPENDS MILLION FOR WINDOW WASHING

New York, Oct. 9.—It costs New York more than a million dollars a month to keep its windows clean. The million dollars does not include the amounts paid to individuals with work on their own account or are employed by building owners. It merely is an estimate based on labor supplied by contracting firms which specialize in keeping windows clean. A million dollars a month seems like a lot of money to spend merely to keep windows clean, but New York has many windows. In the Woolworth Building there are about 6,800 windows. The Flatiron Building, once one of the marvels of the city but now fallen into obscurity since it is only 22 stories high, has 2,500. The New York Telephone Co. Building, on West street, 33 stories in height, has 5,700 windows. New tall buildings, which under the zoning law are built with setbacks, have fewer windows than older skyscrapers of equal height, each setback taking off about 25. But still New York has so many windows that to keep them clean, the washers have to polish an average of 60,000 daily.

A professional window cleaner isn't sought out by life insurance agents and pestered to take a policy. Insurance companies rate the occupation as extra hazardous and a window washer can't take out a standard policy. There are too many things that might happen to him. I came along Twenty-third street one afternoon just after a window washer has fallen from the ninth floor. He was dead and so was the girl whom he struck. A slip may mean disaster, though, under the safety laws, all buildings must be equipped with hooks to which safety belts may be attached. But the extra weight sometimes causes those hooks to come out. And through long familiarity with peril the workers grow careless in attacking their belts. I've seen a window washer work 13 floors above the street without bothering to fasten his belt. He held that he was safer without the safety appliance than with it. "The belt makes me nervous," he said.

Despite the perils, the job of window washing isn't highly paid though there has been a revision upward of late years in the wage scale. Professional window washers now get 45 a week. They wash from 25 to 30 windows a day and work 44 hours a week. Each cleaner is given so many windows a day to wash. If he hurries through his stunt and doesn't fall off, he has some free time which he can spend as he wishes. Some take private jobs on their own time. It is estimated that there are about 1,800

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professional window cleaners in the city.

Occupants of apartments do not wash their own windows. Nor will a New York maid as a rule do that task. It's a job that goes to an outsider, usually some alert young colored man. The price is 25 cents a window. Naturally the faster the worker, the more money he makes. One of these private contractors has acquired such technique that he can do 10 windows an hour. At that, it's a spare time occupation with him as nights he runs an elevator in the building where most of his patrons live.

Endeavored recently to obtain the reactions of a window washer whose territory seems to be above the twenty-fifth floor of a downtown office building. He said he never thought about being high up in the air except when there are parades. Parades bother him, he declared. He can see only the tops of the heads of the marchers.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.



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