

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
3/4 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.

Butter Fondant

4 cups granulated sugar
1 cup corn syrup
1/4 teaspoon salt
1 tall tin Borden's St. Charles Milk
1/2 lb. butter
Mix sugar, milk, syrup and butter. Add salt. Place over slow flame, stir constantly and boil until it forms a soft ball when tested in ice cold water or 238 degrees with candy thermometer. Remove and pour on to a platter which has been slightly sprinkled with cold water. When cool to blood heat, beat with wooden ladle until the whole becomes creamy and firm.

Cream Peppermint Drops

1/2 cup Borden's St. Charles Milk
3 1/2 tablespoonfuls water
2 cups granulated sugar
1/4 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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MONTREAL



Borden's ST. CHARLES MILK

TURNOVER IN B. C. ELECTIONS IS RESULT OF THE DEMAND FOR PERSONALITY IN LEADERS

By JOHN NELSON In
Financial Post

The general elections in the province of British Columbia have resulted in the overthrow of the Liberal government and the return to power of the Conservative party. The results have been variously interpreted in the press. Some have seen in the outcome a natural realignment of the people of the Pacific province on political lines which have existed for some years in Federal affairs. Other commentators content themselves with that convenient explanation of editors who have nothing better to offer, that the electors merely thought it was time for a change. Certainly no great difference divided the two parties, and no great mismanagement or scandal was in evidence when due allowance has been made for the disposition in the heat of the campaign for "Outs" to view with excessive alarm all the acts of the "Ins."

Seeking a Personality

If the composite act, of so many people could be analyzed, the explanation might be found in something very much more human. More than any province of the Dominion, with the possible exception of Quebec, the people of British Columbia gave their allegiance to men, who, in Walt Whitman's phrase, "speak to them with the right voice." In British Columbia personal loyalties and fealties are readily evoked. Perhaps, people, who live in such colorful, almost magical surroundings as mark our Pacific coast, react more readily to color in their leaders. At any rate, the successful men in its public life have almost invariably had a strong personal appeal. They often lacked the practical abilities of less interesting personalities who wooed the electors with less success. The practically undisputed sway of Sir Richard McBride, for instance, was quite unjustified by genius in conception or thoroughness in the administration of government. In both, he was rather weak. He had, too, his own shares of human frailties. But his winsome nature and magnetic personality captivated and endeared him to the people who gave Dick, as everyone called him, their confidence in a measure almost embarrassing to him and to his government.

The late John Oliver was the antithesis of McBride. He was "of the earth, earthy," and redolent of the farm. In his first appearance in his legislature, superficial opponents saw only the emergence of another "Reuben" from the old home. They were unaware of the iron will and the consuming industry of the man. He was crude, but as was justly said of him, "he made crudeness count." Coats and bootless, and munching apples or peppermints in a day coach, or waving his old straw hat blithely in the brilliant entourage of a royal prince, he showed a supreme indifference, almost a contempt, for the conventions that marked him as an unusual man. The people secretly liked his sturdy independence of social exactions, and they made no secret of their preference when they cast their votes.

Tolmie Has Bonhomie

Neither Mr. Bowser, who vainly sought to unhorse him, nor Dr. McLean who, on his death, succeeded him, had any of Mr. Oliver's or Sir Richard McBride's unusual attributes. Bowser was admittedly a superb administrator. Dr. McLean was establishing a good reputation under the same heading. He was dour, dependable and rather drab. Dr. Tolmie, whom the people of the province have now enthroned, is probably not superior to either of the two just mentioned in administrative powers. Indeed, he may be less efficient, but he has a bonhomie that is irresistible and was regarded as perhaps the most popular member on either side of the House of Commons. He has an almost Lincoln gift of homely metaphor and anecdote with which he is accustomed to point his arguments. He is a horsey man and is never quite so happy as in the prize ring admiring and adjudging pure-bred stock,

a branch of agriculture in which he is an expert. He has all the facility of the late Mr. Oliver for mixing readily with "just folks" but has the advantage of being quite as much at home among a class for which the late premier had neither time nor inclination.

As all guesses after an election are just about as good as all the predictions before one, it is perhaps near the truth to say that the elections of British Columbia were a triumph of personality rather than of principle or policy.

Railway as Issue

The introduction into the campaign of the P.G.E. as an issue was unfortunate.

The people of Canada want their national railway kept out of politics. So does Sir Henry Thornton. All those responsible for the administration of the road feel the same way. A similar desire is frequently expressed even by the politicians, especially by those out of power.

But a great state-owned utility is too alluring for the practical party man to resist, in periods of party extremity or stress. He feels that to ignore its political possibilities is a sheer waste of good material. Hence the difficulty at election time of living up to his pre-campaign professions. In the day of exigency, the hard-driven politician, like all desperate men, is likely to lay his hands on any weapon that will serve his turn.

Wanted To Sell Line

So, in the British Columbia elections, the issue upon which one of the parties to the fight sought to secure a verdict was its supposed ability to have the moribund P. G. & E. Railway taken over by the National system. The public were asked to believe that the McLean government, being Liberal, could, if elected, unload this provincial white elephant on the Canadian National Railways, but that the election of a Conservative government, which would be non persona grata at Ottawa, would destroy all hope of such a happy issue out of one of the province's major difficulties.

While it was reassuring to note that neither Sir Henry Thornton nor the Hon. Mr. Dunning seem to have given any public countenance to this fantastic claim, it is disturbing to see it advanced. A state utility of the magnitude of the Canadian National Railways must always prove a temptation to partisans. Indeed, the more successful it is, the greater is this menace likely to become. The Minister of Railways, who is a keen and efficient administrator, must be constantly under this unwelcome pressure.

Does C. N.R. Want It?

It is difficult at this distance to appreciate what argument could be effectively employed to induce the Canadian National Railways to assume the P. G. & E. The latter road was political rather than economic in conception. To become profitable it must await future development in northern British Columbia and northern Alberta. That development is inevitable. But the rapidity with which it will come is dependent to a considerable degree on railway extensions.

The Peace River country is in itself an empire which awaits the Imperial touch of the Minister of Immigration with vision and enterprise. When settled it will add to the cultivated acreage of Canada an area equal to that under crop in the whole Dominion not many years ago. It must find its ultimate outlet on the Pacific coast directly, instead of via Edmonton, which is now reached by the E. D. and B. C. Railway. The latter is owned by the province and both large railway systems connect with it at Edmonton. A comparatively short line of railroad would permit egress from this district coastward via a point on the Canadian National Railways west of the Rockies. From here the Canadian National can haul over its good grades either to Vancouver or to its own terminal at Prince Rupert.

Better for C. P. R.

The Canadian Pacific has no such line. It is their announced intention ultimately to build such a road. Were they to acquire the P. G. & E. Rail-

way, by building a line of their own main line into Vancouver at Ashcroft. The grade of the P. G. & E. from Ashcroft to Prince George is good and, if reconditioned, its acquirement by the Canadian Pacific Railway would put that line instantly on a basis on which it could compete with the Canadian National Railway for the northern trade. The lower end of the road from Seton Lake to the coast could be used as a scenic and logging line or converted into a motor road, while the prohibitive climb over Pavilion Mountain from Seton Lake to Clinton could be eliminated altogether. The Canadian Pacific Railway would seem to be a much more logical purchaser than the Canadian National, who, were it to acquire the P. G. & E., would only parallel its own rails for a greater part of the way--an outcome no Minister of Railways is likely to view with much enthusiasm. It is significant that the politicians selected as a possible purchaser the railway company, which they felt could be subjected to pressure on political grounds.

The situation has a vital interest to the people of all Canada. When and if the P. G. & E. is taken over, it is acquired on a logical and business basis, by some railway that needs it, or can use it to advantage, instead of being added to the assortment of defunct roads which the Canadian National Railway system is now doing its best to digest, it will be good news for the tax payers of Canada.

The sandwich that has been named after Marilyn Miller must be some kind of cheese.

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