

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 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

3/4 cup Borden's St. Charles Milk
3 1/2 tablespoons 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.

Send for free recipe book to
The Borden Co. Limited
MONTREAL

68-27



Borden's ST. CHARLES MILK

SOME NEWS ITEMS PICKED UP ALONG THE LINES OF THE CANADIAN NATIONAL SYSTEM

Sir Henry W. Thornton, President of the Canadian National Railways and Canadian National Steamships, on his recent visit to New Brunswick, enjoyed a day's hunting in the vicinity of the headwaters of the Miramichi River, where he brought down a buck deer with ten point antlers.

Over fourteen million dollars will be the value of New Brunswick's root and fodder crops for 1928, according to the report of the Dominion Bureau of Statistics—a very substantial gain over 1927, of more than one million dollars.

A programme of port development involving the expenditure of \$4,000,000 was outlined by Peter R. Jack, Chairman of the Halifax Harbor Commission, when responding to the toast to Halifax Harbor at a dinner given by Sir Henry Thornton, on board the R. M. S. "Lady Nelson" at Halifax last week.

This programme involves extension of the already huge, building on the quaywall, which will provide warehousing for an additional pier at the wall; the construction of another large pier south of those now in use at the Ocean Terminals, the foundations for which pier were laid when the great terminal development was on previous to and during the war. It also includes increased accommodation for the storage of grain. It was an announcement that opened the eyes of Halifax to a greater extent than ever as to what is taking place in the development of that port.

The proposal to have a New Brunswick exhibit at the 1929 New England Sportsmen's show, January 16th to 26th, has the endorsement of the New Brunswick Guides' Association, the New Brunswick Tourist Association, the transportation companies, the hotel men's organization, boards of trade and municipal organizations interested in the promotion of tourists' and sportsmen's travel to New Brunswick. The proposal was endorsed by F. W. Robertson, General Passenger Agent, Canadian National Railways, Moncton, who promised the utmost co-operation on the part of the National System.

Up to the first of November the cars loaded in the Atlantic Region of the Canadian National Railways amounted to 207,000, as compared with 191,000 for the same period of last year, an increase of 16,000 cars in that period.

There were 352,000 suarts of blueberries shipped from one section of Nova Scotia to the United States last season.

The success which has attended the new Isle Royale Hotel at Sydney since its opening on the 15th of May last is so striking that there should be an object lesson in it to every hotel proprietor throughout the entire Maritime Provinces. The fact is that wherever there is a hotel, small or large, in the Province of Nova Scotia that is run properly, where service is given to the best of the facilities that the place affords, and those facilities are such as to meet the moderate demands of the public, those hotels are paying propositions. Any hotel today that does not pay, is quite safe in assuming that it is not attempting to give service to the public.

There was a 32.7 per cent increase in the tourist travel to New Brunswick by motor car during 1928 over the year 1927, according to the New Brunswick Government Bureau of Information and Tourist Travel.

The Financial Times of Montreal, in its issue of November 23rd, in telling of the arrival of the R. M. S. "Lady Nelson" of the Canadian National Steamships at Saint John, contains the following:

"She made a striking sight as she steamed up the harbor, whilst sirens blew and escorting tugs followed laden with local civic officials, for the "Lady Nelson" is a shining marine beauty, all in white from the tip of her rakish bow to her stern, and presents at once a picture of nautical efficiency and smartness."

In spite of repeated warnings many Western Canada motorists have apparently failed to appreciate that an automobile weighing about one ton cannot successfully do battle with a railway train weighing about 1,500 tons. Statistics compiled by the Canadian National Railways for the first ten months of 1928 bring to light the distressing and alarming fact that during that period twenty-four people lost their lives and sixty-four people were more or less seriously injured in collisions between automobiles and trains of the system in Western Canada. In addition there were ninety-three other accidents in which no one was injured. The deaths and injuries occurred in 47 accidents.

It is now expected that there will be 150 British families settled on New Brunswick farms in 1929. There were over one hundred such families, numbering 651 persons, settled last year. This was done through the medium of the scheme that the Provincial Government of New Brunswick worked out in co-operation with the Federal and Imperial Governments, a scheme which is said to be the only real Provincial Immigration scheme in operation in Canada.

Steel on the Hudson's Bay Railway has now reached mile 456, or exactly one hundred miles North of the point from where work on the branching off of the road towards Churchill began last Spring, according to word received today by H. A. Dixon, Chief Engineer of the Canadian National Railways. This leaves only 54 miles of steel to be laid before Churchill is reached.

The gross earnings of the Canadian National Railways for the ten days period ending October 31st, 1928, were \$9,989,365, as compared with \$8,509,087 for the corresponding period of 1927, an increase of \$1,480,278, or seventeen per cent.

Bad Place

"Did yer git anything?" whispered the burglar on the ground, as his pal emerged from the window.

"Naw; the bloke wot lives here is a lawyer," replied the other in disgust.

"Hard luck," said the first. "Did you lose anything?"

NOTICE OF SALE

To the Heirs of Coburn Allen, late of the Parish of Douglas, in the County of York and Province of New Brunswick, Labourer, deceased, and to all others whom it may in any wise concern,—

Notice is hereby given that by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of June, A. D. 1928, and registered in York County Records in Book 206, pages 119-122, the eleventh day of October, A. D. 1928, and made between the said Coburn Allen, of the one part, and Kitchen Bros., Ltd., of the other part, incorporated under the laws of the Province of New Brunswick having its head office at the City of Fredericton in the County of York aforesaid, of the one part, there will, for the purpose of satisfying the moneys secured by the said mortgage, default having been made in the payment thereof, and in pursuance of the said Power of Sale, be sold at Public Auction in front of the Post Office in the City of Fredericton in the County of York aforesaid, on Saturday, the twelfth day of January, A. D. 1929, at twelve o'clock noon, the lands and premises mentioned and described in the said mortgage as follows:

"All that certain lot, piece or parcel of land situate, lying and being in the Parish of Douglas, County of York, and Province of New Brunswick at or near 'Burt's Corner' and bounded as follows: Beginning at a post at the Southwest corner of a lot of land owned by 'Newton Bird'; thence running North along side line of said Newton Bird's lot nine rods, thence at right angles and running West fifty three feet to a post, thence at right angles and running South nine rods to the main highway road; thence along said highway road to the place of beginning, fifty three feet, containing one-sixth of an acre, more or less. Being the same lands and premises conveyed by Deed from Thomas W. Foster and wife to Coburn Allen, and recorded in York County Records in Book 185, pages 185 and 186, under official number 74654, and bearing date the 22nd day of August, A. D. 1922."

Together with all the buildings and improvements thereon and the rights and appurtenances thereto belonging or appearing.

Dated this ninth day of November, A. D. 1928.

KITCHEN BROS., LTD.,
per H. A. Peters, Sec'y-Treas.

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One finds not worth a fig
For higher mathematics
With x y z so neat
Can't solve the family problem
Of making both ends meet.

Lean Days

"Cheer up, old man," said the optimist. "Things aren't as bad as they seem."
"No, but they seem to be," groaned the pessimist.

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