About the House

WAYS WHEN YOU CLEAN HOUSE.

Never work all day at housecleaning unless you want to be thoroughly worn out. After doing a certain amount of work take a resting spell. Don't forget to take a good luncheon to keep you in good physical condition during this trying time.

To remove pencil marks from paint use a piece of lemon dipped in whiting.

To remove finger marks from door knobs and locks use pure soap and old cheesecloth.

Stains on marble can be removed with salt and lemon juice.

All paint should be scrubbed with soap and brush, if actually dirty, but it should not be allowed to get in any such condition.

When the furniture looks sticky or smeary, too much furniture polish has been used.

Wash all white paint with warm water and soap.

When cleaning the refrigerator do not forget the waste pipe. It can be cleaned with a cloth tied around a stick, or with a brush which comes for the purpose. In washing out the refrigerator use warm water with a little soda. If there is a musty smell in the refrigerator open the doors wide, and, if possible, give it a sun bath.

If you have a wooden lattice piece on which the ice rests the musty odor comes from this, and can only be got rid of by getting a corrugated tin ice rest.

When tea stains come on the fine linen they can be taken out even after a long time by the application of glycerine. Take a little of the best quality glycerine, and with it rub the stained parts. Afterwards wash as usual.

When cleaning brass use the regular metal polish, but put a little paraffine oil on the cloth. This will give a fine polish and will not tarnish.

When the cane chair seats are out of shape turn up the seats and with hot water and soap wash the cane work until thoroughly soaked, and leave the chairs to dry upside down in the air, when the seats will become firm and tight again.

Matting may be cleaned with salt water, applied with a small brush. Rinse and dry thoroughly.

A little borax put in the water in which table linen or towels are to be washed will prevent them from fading.

When washing pink muslins or linens, instead of using blueing take a piece of turkey red, soak it thoroughly in the rinsing water until this becomes pink. Then rinse the goods out in the pink water.

Raw potato juice will remove stains from the hands, and also from woollen materials.

To remove soot from the carpet spread the spots with table salt and let it remain on a few minutes. Brush off the loose salt lightly into a dustpan, and then brush carefully with a wide, clean, dry nail brush, following the grain of the carpet.

To Scrub Board Floors.—The whiteness of the boards, which shows that the work is well done, is obtained by careful scrubbings the right way of the wood—never across the grain—with cold water and plenty of soap. No soda must be used, or the wood will turn a blackish color. Change the water often; it is impossible to have the boards white if you rinse them in dirty water.

Renovating Carpets.—If the carpets are shabby, try the following method, which will make them almost new. Take up the carpet, and beat it well. Dissolve one-half pound castile soap in four quarts of boiling water, add two tablespoonfuls of ox gall, and a similar quantity of turpentine. Wet about one yard of the carpet with a clean flannel dipped in this water; next scrub with a hard brush. Wash off the soap with a cotton cloth dipped in cold water, and rub as dry as possible with a piece of clean dry sacking. Hang outside if possible; if not, use little water and dry on a pole. When quite dry rub once more with a clean cloth dipped in ammonia and salt. This treatment of carpets is wonderfully successful.

SELECTED RECIPES.

Raisin Pie.—Take one cup chopped raisins, one cup sour cream, one cup sugar and a little cinnamon. This makes one large pie. Use two crusts. Very rich, but nice, if it does not sound so.

Cream Frosting.—White of an egg beaten to a stiff froth, and half the quantity of cream. Add confectioner's sugar till thick enough to spread. Spread between the layers and on top. Melt half a cake of sweet chocolate by putting in bowl over boiling water; add a teaspoonful of boiling water to the chocolate, beating well, and pour over the cream frosting on the cake.

Steamed Suet Pudding.—One cup molasses, one cup raisins, one cup finely chopped suet, one cup sour milk, one teaspoon each salt, cinnamon, powdered cloves and soda; make thick enough batter to drop and steam in a double boiler three to four hours. Serve with this sour sauce. One cup sugar, one heaping tablespoon each butter and flour; rub flour and butter to a cream; pour on boiling water, stirring briskly, add sugar and boil five minutes. Flavor with juice of two lemons or two tablespoons vinegar with one and one-half teaspoons essence of lemon. Serve hot.

Stuffing with Meat.—Have any of you tried putting stuffing into the pan with roast meat. My husband always says the stuffing is the best part of the chicken, so I tried it with roast veal. This is the way I make it. Soak bread in cold water. Fry a large onion and dried celery in drippings and when tender add the bread squeezed as dry as possible.. Stir quickly to prevent burning, remove from fire and when cool, season with salt, pepper and sage. Add two or three eggs and mix with the hands. The more eggs you add the less liable it is to fall apart in the meat gravy. Put in beside the meat.

Gold and Silver Cake.—One cup of sugar, half a cup of butter, two cups of flour, one cup of milk, four eggs, one teaspoonful (scant) of almond extract, one heaping teaspoonful of baking powder. Sift the flour and powder together. Beat the butter to a cream, and gradually beat in the sugar; add the flavoring. Add the milk to the beaten sugar and butter; take half the mixture, and add the whites of three eggs beaten to a very stiff froth, and half the flour stirred in. Bake in two layers. Take the other half of the mixture, and add the beaten yolks of four eggs, and stir in carefully the remaining half of the flour. Bake in two layers. When done, put in alternate layers. The white layer on top under the brown frosting.

NEW SUGGESTIONS.

Always grease your baking pans well and then flour with as much flour as will stick and you will never be bothered with your cake sticking.

A cupful, or half a cupful of whipped cream added to a mayonnaise dressing to be served with a chicken or apple and nut salad is a delightful addition, and makes a pleasing change.

Sometimes there is no coal fire to stand your pans near when you wish to raise the bread. Fill a rubber hot water bag with hot water, wrap in an old table cloth, and put your pan on it It will keep warm long enough to raise your bread or cake.

If cake after coming from the oven will not come from the pan easily do not injure it by poking at it. Turn upside down on a plate, pan and all; wrap around it a towel which has been wrung out of cold water, and in a few minutes the cake will leave the pan easily.

Orange Flavor—Take 15 cents' worth of alcohol, put in a large mouthed bottle or glass jar. Whenever you have oranges take the peelings, wash them, and take the outside skin (yellow part only), cut up into inch pieces and drop into alcohol bottle. Put more in some other day. You will find that a half teaspoonful of the extract this makes will flavor stronger than a whole teaspoonful of the kind you buy, and at little cost. It is ready for use after three days. Keep tightly corked. Lemon extract may be made in the same way.

Fruit cake covered with fresh fruit, as apples or cherries, sometimes will stick to the pan, or the juice will run under the cake and turn black or burn. Try putting on the sugar the minute it comes from the oven, and not before putting into the oven. Your cake will be smooth and clean and will not be sticky. The heat will melt the sugar at once and the fruit will be nice and juicy.

If the bottom of the front width of a skirt either falls in or stands out from the middle take a piece of whalebone six inches long and insert between the binding and goods by ripping a few stitches right in the middle of the front width at the bottom, Your skirt will then hang straight in front.

AS CLEAR AS MUD.

Wife—"It was a nice party, you say, John. I'm sorry I couldn't go, but am really glad that you enjoyed yourself. How was Mrs. Gadabout dressed—did you notice?"

Husband—"Well, she wore one of those dresses made of what-you-call-it stuff, of a kind of a mixed shade and trimmed with what's-his-names. I don't remember now whether it was cut low or not, or whether it had sleeves, but I know it had one or the other. Her hair was done up in the style like you see in pictures—you know what I mean. I don't know whether she had any ornaments or not, but I expect she had. That's about all, I think, that I noticed about her, but you can easily tell from that how she looked."

The British Navy has five admirals of the fleet and twelve admirals. Vice-admirals number 24.

A New Orleans woman was thin.

Because she did not extract sufficient nourishment from her food.

She took *Scott's Emulsion.*

Result:

She gained a pound a day in weight.

ALL DRUGGISTS: 50c. AND $1.00

MANY LOST BATTLESHIPS

RECORD OF DISASTERS AND EXPLOSIONS FROM 1870 TO TO-DAY.

Examples of Catastrophes Which Have Overtaken Fighting Ships in Ten Years.

In recent years there have been great additions to the growing list of battleship catastrophes, which opened in 1870 with the loss of Her Majesty's ship "Captain," the first fully-rigged turret-ship tried in service at sea. Within the past two years no fewer than four large armored vessels of the first class have been destroyed in time of peace, and as the total number of such vessels does not exceed two hundred the proportion of loss has been disquietingly large, says the London Daily Mail.

All the earlier ironclad catastrophes were due to instability or to collision, and thus differ greatly from most of the disasters which in the last ten years have overtaken fighting ships. The British ironclad "Captain," with which the story of misfortune opens, was lost in the Bay of Biscay in September, 1870. She was cruising with the Channel Fleet in dirty weather when a violent gale struck her and she capsized, carrying down with her to the depths nearly five hundred officers and men. The survivors told how there came a heavy lurch—how the angle of the heel moved quickly from 18 degrees to 28 degrees, and the ship lay literally on her side upon the sea, while all on board waited, holding their breath to see whether she would recover. She never recovered, but turned slowly over and was gone. Her gallant captain, Burgoyne, met his end with his ship, refusing an oar which was offered him by the few men who managed to gain a floating boat.

Five years later the British ironclad "Vanguard," then cruising with the Channel Fleet, was struck by the ram of the "Iron Duke" in a thick fog in the Irish Sea. The water poured in quickly, and nothing could be done to save the ship, but the crew were safely removed before, one hour after the collision, she went to the bottom.

The next battleship lost at sea was the German "Grosser Kurfuerst." She was cruising with the German Active Squadron off Dover when she was rammed by another German ironclad, the "Konig Wilhelm," in May, 1878. She was struck almost amidships, with a terrible crash and a violent shock. The armor was torn through as though it had been orange peel, and an immense volume of water poured into the ship. Her captain made a desperate attempt to run her into shallow water, but only five minutes after the collision she went down, carrying with her nearly three hundred of her crew. The "Konig Wilhelm" suffered such injury on her ram and forward that she, too, was in great danger of foundering.

A FATAL SIGNAL.

But the most tragic and terrible of all these disasters was the loss of the new battleship "Victoria," by collision, on June 22, 1893. She was the flagship of Admiral Tryon, commanding the Mediterranean Fleet, and was engaged at the time of the collision in carrying out the "gridiron" evolution, in which two lines of ships turn inward toward each other. The manoeuvre was ordered on the morning of the fatal day, and her captain, Bourke, had protested in vain against its danger. At 3.28 p.m. the signal was made to turn, and the battleships "Victoria" and "Camperdown," at the head of the two lines, began to move in toward each other. Three minutes after the signal it was clear to all that a collision was imminent, but another minute sounded before the "G," which is the order for collision stations and for closing water-tight doors. With a crash that rang through the air—a dreadful, crunching sound—the "Camperdown's" ram tore through the "Victoria's" bow, and drove the flagship bodily back some seventy feet or more in the water.

Effort was made to save the "Victoria," but in vain. The engineers and stokers remained at their posts below, and the engines steadily moved ahead to reach shoal water. The rest of the crew were called on deck and drawn up in line there on the port side. As the tilt grew the order to jump was given, and then, but not before, the lines broke and the men threw themselves into the water. Almost at the same instant the "Victoria" dived, stem foremost, and disappeared in a cloud of steam, taking down with her her admiral, who remained at his post to the last.

SUBLIME DEVOTION.

On board the "Victoria" perished 338 officers and men. Of those who escaped alive, Rear Admiral Jellicoe is to-day Director of Naval Ordnance. The "Camperdown" suffered great damage in the collision, and had the weather been stormy, would probably have gone down too. The great feature of this disaster was, however, the order and discipline displayed by all—the calmness of officers and men in the face of death—the heroism of the engineers and stokers, who never stirred from their posts and died to a man in her engine rooms.

Five years passed after the loss of the "Victoria" before the explosion which destroyed the battleship "Maine" in Havana harbor. She was lying there, when, on the night of Feb. 15, 1898, a noise was heard like a shot. Observers in other ships looked out over the water and saw the bow of the "Maine" lift. Then came an uprush of smoke and flame and a prolonged rending roar. The shattered hull settled on the bottom, and of the crew 253 officers and men were killed on the spot. One hundred, of whom fifty-nine were wounded, were rescued. The exact cause of the disaster is still a mystery. But it is thought that a mine was exploded under the ship, and that the shock of the mine detonated the powder in the magazines, and this was the conclusion of the American court of inquiry.

The officers and men who survived were for the most part half stunned by the explosion. They all described it as very violent—a crashing and rending, accompanied by an intense flame of fire or blue light. Several of them were blown through the air and badly burned. "I heard a terrific crash," said one of them, "an explosion, I suppose it was. "Something fell, and then after that I got thrown somewhere in a hot place. . . . I got burned on my legs and arms and I got my mouth full of ashes. . . . Then the next thing I was in the water."

MAGAZINES EXPLODED.

Much the same were the incidents on board the Russian battleship "Pttropavlovsk," when her ammunition was exploded by a Japanese mine off Port Arthur, on April 13, 1904, and on board the Japanese battleship "Hatsuse," which suffered a similar fate from a Russian mine on May 15 of the same year. Both battleships sank almost immediately, carrying down with them a large part of their crews. Yet another Japanese battleship, the "Mikasa," was lost in Sasebo harbor, in September, 1905, in much the same way. She took fire, and the flames must have reached her magazines. These exploded with deplorable consequences, killing or wounding a great part of her crew and sending the ship to the bottom. The "Mikasa" was raised last year and is now undergoing repairs.

Similar in all respects to the disaster on board the "Jena" was the explosion which destroyed the Brazilian battleship on Jan. 21 of last year. She was lying at anchor near Rio de Janeiro, when suddenly, without the smallest warning, and with no visible cause, her magazines blew up, killing most of those on board her. Two hundred and twenty-three officers and men perished in her, and the spontaneous combustion of her explosives is assigned as the explanation of the catastrophe.

At the end of May last year the British battleship "Montagu" mistook her course in foggy weather and struck the rocks of Lundy Island. She was terribly damaged, but there was no loss of life on board. Efforts to get her off failed, though they were continued till the end of July, when they were at last abandoned. She was a ship of about the same size and power as the "Jena," the latest addition to this melancholy catalogue.

Little more than two years ago the French Navy lost one of its best armored cruisers, the "Sully," of 10,000 tons, flagship of the French Far Eastern squadron. The "Sully" was a new vessel and had been sent out to the East on account of the war between Japan and Russia. In February, 1905, she struck an uncharted rock on the coast of Tonkin. The attempts to float her were unsuccessful and she broke in two some weeks after striking. Fortunately, in her case no lives were lost.

Near-sighted Old Gentleman (entering shop)—"Have you any linen dusters?" Over-dressed Youth (with his most sarcastic manner)—"I'm not an assistant in this establishment yet, sir." Gentleman—"Not yet an assistant, eh? Errand boy, I presume? Well, legs are as good as brains in some departments."

PEEVISH AND CROSS.

Peevish, cross babies are sick babies—the well baby is always happy. Perhaps there may be nothing to indicate just what is the matter, but you may depend upon it there is something troubling the little one or he would not be cross. A few doses of Baby's Own Tablets will remove the cause and make baby happy. They are a certain cure for the minor ills of babyhood. Thousands of mothers keep them continually in the house to guard against the sudden illness of baby. A Tablet now and again will keep the little one well. Mrs. James Jewers, Beaver Harbor, N. S., says: "I have given Baby's Own Tablets to my baby as occasion required since she was a day old. They have always helped her, and now at a year and a half old she is a fine healthy child. The Tablets, I think, are indispensable to mothers of young children." Sold by druggists or by mail at 24 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

RAMSAY'S PAINTS

The Right Paint

Whether you are going to paint the whole house, or only the porch—the interior woodwork, or a floor—there's the right paint in Ramsay's Paints. Just the shade, tint or color you want—mixed just right—in the right proportions. And it paints right—looks right—wears right.

Try them this spring. Then you'll say—as folk have said for more than 65 years—Ramsay's Paints are the right paints to paint right.

Write for Post Card Series "C," showing how some houses are painted.

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53 Paint Makers Since 1842.

KEEPING NAVAL SECRETS.

A Practice That is Lately More Stringently Enforced.

The decision of the naval authorities to keep secret the particulars of the new cruiser just launched on the Clyde is a wise proceeding, and the surprise is that they should not have taken such a step years ago, says the Court Journal.

All the British public knows about the ship is that she is the world's largest cruiser, but it is just possible the vessel is not a mystery to our continental friends, for they are lavish with secret service money. There is a stringent act which was passed to prevent official secrets leaking out, but it has failed in its object to an extent, inasmuch as it has not put an end to the nefarious career of the professional traitor, but simply made his method of earning a living more dangerous.

Up to eighteen years ago, until the passing of the Official Secrets Act, the sale of valuable secrets, both naval and military, went on almost with impunity

TORTURING RHEUMATISM.

Suffered for Five Years — Cured by Dr. Williams' Pink Pills.

Agonizing pains, sometimes in one part of the body, sometimes in another, more often in the back or joints—that's rheumatism. Do not delay in finding a cure. Each day makes the disease worse—increases the torture. Dr. Williams' Pink Pills have cured thousands. They cured Mr. Horace Plante, of Sorel, Que., of a most aggravated case of rheumatism. What they did for Mr. Plante they can do for you. He says: "I was seized with rheumatism. I walked as if my boots were filled with pebbles. The pains, starting in my feet, spread to all parts of the body; my back and joints became affected. For upwards of five years I suffered the greatest agony. Often I was confined to bed, hardly able to move. Nothing seemed to help me. I despaired of ever being well again. By good chance Dr. Williams' Pink Pills were brought to my attention and I decided to try them. I got six boxes—before they were gone I felt a great improvement. I continued the treatment and my health gradually came back till now I do not feel the least pain—I am totally cured. It was a surprise to my friends to see me on the street again well and strong after five years of torture. They wanted to know what brought about the change. I told them Dr. Williams' Pink Pills, for I took no other medicine once I began their use. Rheumatic sufferers give Dr Williams' Pink Pills a fair trial; they will surely do for you what they did for me."

It is in the blood — poor blood—that such troubles as rheumatism, indigestion, dizziness, heart palpitation, anaemia, weakness and a host of other diseases find their root. It is the blood that Dr. Williams' Pink Pills act on. They make it pure, rich, red and health-giving. That is why they cure all the common ailments of everyday life. Sold by druggists or by mail at 50 cents a box or six boxes for $2.50 from the Dr. Williams' Medicine Co., Brockville, Ont.

TO FIND LOST TREKKERS.

Mystery Enshrouding Great Trek May Be Solved.

From South Africa comes the interesting news that a real effort is about to be made to elucidate the mystery enshrouding the fate of the last great Boer trek.

Somewhere about fifty years ago it took place. Many scores of families, with hundreds of wagons and thousands of draught oxen, started northward into the Masai country, their objective being the southern shore of Lake Tanganyika. They never reached their destination, however, nor from that day to this has anything definite transpired as to the fate that ultimately overtook them.

The early histories of most "new" countries abound in such tragedies of exploration, and the subject is a fascinating one. There is, for example, the weird but true tale of how the numerous and well-equipped Leichardt expedition vanished into the interior of Australia in the autumn of 1847, and was never heard of again, despite the fact that over a score of relief parties, mostly led by the late Sir Augustus Gregory, set out in search of it.