

COURTESY

Since trifles make the sum of human things, And half our misery from our follies springs...

Menu Hints

Recipes for New and Novel Dishes, Household Ideas and Suggestions

SPRING DISHES

Watch out for the bogie man! His name is "Spring Fever." Each year he visits thousands of people who continue to eat heavy winter meals...

COFFEE RENNET-CUSTARD

- 1 rennet tablet
1 tablespoon cold water
1 cup light cream
1 cup milk
3 tablespoons sugar
4 tablespoons strong coffee

GINGER WAY

- 1 rennet tablet
1 tablespoon cold water
1 pint milk
1 tablespoon vanilla
3 tablespoons sugar
Ginger cookies (or ginger snaps)
Preserved ginger

ORANGE ROLLS

- (Makes 2 1/2 dozen medium sized rolls)
1 yeast cake
1/2 cup lukewarm water
1 egg, well beaten
6 tablespoons melted shortening
1/2 cup sugar
1/2 cup navel orange juice
1/2 cup sugar
1 teaspoon grated orange rind
3 cups flour

Combine ingredients in order given and beat until smooth, adding more flour if necessary. Knead until smooth and elastic...

ORANGE BUTTER ICING

- 3 tablespoons butter
2 cups powdered sugar
2 tablespoons lemon juice
2 tablespoons orange juice
1 teaspoon grated orange rind
Cream butter and sugar together. Add fruit juices and rind.

HAPPY'S WALDORF SALAD

- (For a crowd)
3 pounds cabbage
3 pounds apples
1 1/2 cups finely cut fresh green spinach
6 heads lettuce
Freshen the cabbage in cold salted water 1 hour, chop finely. Wash and wipe apples but do not pare. Cut apples into 1/4 inch cubes and mix at once with sour cream dressing. Combine with cabbage and spinach and serve on crisp lettuce leaves.

- SCALLOPED SWEET POTATOES AND APPLES
2 cups cold boiled sweet potatoes cut in 1/4 inch slices
1/2 cup sugar
1 1/2 cups thinly sliced sour apples
4 tablespoons butter

POOR PUSS!

"My dog took first prize at the cat show." "How did he manage that?" "Well, he took the prize out."

Chronicles of Ginger Farm

Written Specially for The Acton Free Press OWEN DOLINE P. CLARKE

We have been adventuring. Soft winds were blowing and a robin singing. The house was warm and stuffy; the great outdoors was calling and we each in our own way responded to the call.

Partner went off to look at the wheat and alfalfa, which he found had wintered surprisingly well but being a farmer, he would not allow himself to be unduly optimistic.

"If we should get a cold wave after this spell of warm weather, I don't know what will happen to the wheat," said Partner. "No," I remarked, "but you will know if we get a cold spell. And if it comes, we can't stop it!"

"That's true," agreed Partner. Then we went on to speak of other things—of how well the water was draining off the fields and how important it was to have ditches run in just the right places.

"By this time I was pulling on my long rubber boots. "Where are you going?" asked Partner. "Outside—I want to see things, too. I'm going down to the barn, for one thing."

So then we both went out as I wanted to look at our live stock. Hardly I have no reason for going, I hardly visit the barn at all in the winter and so I have to make a special trip once in a while, as I don't like to lose touch with the animals altogether.

I found all the cows looking well fed and contented—the milking cows in the new stable, Maggie, a young heifer, in a stall by herself, because it is almost time for her to freshen. Jane was in another stable, because Partner is intending to sell her on Monday—she being in good shape for the market and having outlived her usefulness as a milch cow. Poor Jane—there she stood, lastly chewing her cud, blissfully unconscious of the fate awaiting her in such a little while.

Next to be visited were this winter's calves—one real calf, and three heifers—nice looking little things—three Jerseys and one Ayrshire.

And then the pigs—four in number. Two are being shipped out on Monday, along with Jane. They were far too contented and well fed to bother about getting up when we went into the pen. Come to think of it, I guess the pigs won't go on Monday because it will be too muddy for the truck to come in—the cow, of course, can be taken to the waiting truck at the road.

How easy it is to slip stock these days to what it used to be. Even in our time I can remember when Partner had to take his cattle and pigs down to the local stock yards, to be shipped by train. A stock-rack, at that time, was considered part of the farmer's necessary equipment—now there are very few in the country. Shipping in the old way only had one advantage as far as I can see—a farmer didn't have to wait for the mud to dry up or for frost to harden the ground.

Having looked over the barn-yard family I next took a walk round the garden and I felt my winter resolutions beginning to weaken. You see, back in the months when the days were short and dull, the ground covered with snow and frost and everything apparently lifeless, I made up my mind that this year I would not devote so much time to my flower garden—not that it ever amounted to much but even so I spent a lot of time on it.

Making such resolutions was easy enough at the time I made them—but when one gets outside and sees a perennial bed just a mass of little seedlings, and shrubs with branches just waiting for warm weather to open up their tender shoots, sweet scented violet roots spreading half way over the lawn and my small rock garden already to come to life—then indeed it is not so easy to say one will spend less time in the garden.

To satisfy that longing to be with the growing things I picked a few branches of Forsythia placed in water in a sunny window they will soon come out in bloom in the house.

On the way I met Son who had just come down from the bush and had brought me some pussy-willows. The scene changes—before I could get this Chronicle finished Partner was in and telling me to phone for the veterinary surgeon as Maggie the heifer due to freshen was having trouble. The vet arrived—and then a calf—almost as big as the heifer herself—hot water, bran mash, trips back and forth to the barn with flashlight and lantern. By the time we were through for the night, Partner was ready for bed and I was too sleepy to settle to writing again.

All these things happen from time to time on a farm—veterinary bills—extra work—perhaps the loss of a cow or calf—while well-dressed women parade the

GOOD SHOES FOR YOUNG AND OLD "Correctly Fitted" B. D. RACHLIN, Acton

WOMEN BETTER TRAVELLERS THAN MEN, SAYS RAIL MAN

Women are better travellers than men, A. A. Gardiner, Assistant General Passenger Traffic Manager of the Canadian National Railways, told a women's club in Montreal. They know their own minds. While men wonder where to go, women know and start marketing. They like bargain excursions. When it comes to family vacations, they make the decision in 75 to 80 per cent. of the cases. "They are not so hard to please," Mr. Gardiner said gratefully. "They are more interested in what goes on around them, therefore, they get more out of travel. They know exactly what they want and, knowing the difficulty of service they more fully appreciate what is done for them."

With a greater appreciation of beauty and the fact that they are happiest only when surrounded by beauty and place a high value on cleanliness, women much more than men he said help the railways make their service attractive.

"Generally, the ladies show their better travel sense in nothing more significantly than in their baggage. Even a complete wardrobe is light, compact, and easily carried. Small overnight bags, as against the huge and cumbersome impedimenta men carry evidence the good judgment of the ladies."

As a class, women school teachers are the railways' best patrons, Mr. Gardiner pointed out with merris a good second. Women leave things on trains, just as men do, he said, but not so many, although women travellers are in the majority. They seldom forget their contacts, though.

IMPROVED QUALITY IN MARKETED HOGS

Hog producers throughout Canada are demonstrating their interest in the bacon business by the improved quality of hogs being marketed. A comparison of January grading figures for 1937 and 1938 shows every important area showing in this improvement, but some provinces are having remarkable results. Manitoba heads the list with an increase of over 18 per cent. in the combined Bacon and Select Bacon grades. Alberta and Quebec follow each with increases of approximately 10 per cent. The proportion of light and feeder hogs being marketed was in each case reduced by around 50 per cent. This means that the average weight of hogs slaughtered must be higher than a year ago, thus compensating in part for reduced numbers.

The value of the increase in quality on the basis of actual settlements would amount to over \$20,000 for this single, low delivery month. Estimating roughly on the basis of last year's receipts, the improvement would have distributed nearly \$300,000 extra revenue to Canadian hog producers. To it also should be added the improvement in Canada's position for export trading with its accruing dividends.

It appears likely that better feeding practices and a general effort to cater to bacon trade demands has accounted for these encouraging results. They point the way to great possibilities for the Canadian industry if this upward trend can be continued until the poor class of hog is eliminated. Scientific feeding and attention to desired market weights is the essence of the current problem and hold the key to still more profitable returns from the market hog.

RAILROAD MEN SPEAK LINGO OF THEIR OWN

Railroading has a language all its own—a language that is used every day in the yards, around the shops, on the road—wherever railroad men meet. Humorous for the most part, this picturesque jargon is as colorful and homely a manner of speech as can be found anywhere in the lexicon of North American slang. The Canadian National Magazine, which gives a list of some of the terms, under the title "Railroad Slang."

The names are not always complimentary. For instance, the engineer is known as a "hogger" as well as an "eagle eye," a car repairman is a "car toad," a bullmucker is an "iron skull," the master mechanic is "master mania," and the train dispatcher is a "dialer."

The fireman has to put up with "diamond-pusher," "talkopot" and "bake-head." The conductor is usually referred to as "the brains," on some trains, he is "brass buttons," officials are called "brass collar" and "brass hats." A "car catcher" is a brakeman and "scissor bill" is what they call a student brakeman. Telegraph operators are "Hans." The dispatcher is the "master mind." The yardmaster is a "dinger," a checker is a "number grabber," a "gandy dancer" means a section hand, a "machinist" is a "nut splitter."

The hogger's locomotive has many names. It is a battleship, too is the landlady, sometimes, a calliope, a pig or hog, a goat, a Jack, a mill and a stack of rust. The caboose is known as a hearse, a buggy an ark and a clown wagon. A box car is a "sidecar pullman." A railroad motor car is a "doodle-bug."

"Our" Column

Items of Particular Interest to Women in Which Women Readers of The Free Press May Discuss Each Week

A MORNING GLOEBY FOR EACH DAY OF THE WEEK

Thursday, March 24th A book may be full of words with utter emptiness of thought.

Friday, March 25th Nature's most important truths are written in the hearts of men.

Saturday, March 26th A kind word often does more good than a large gift.

Sunday, March 27th The Lord is merciful and gracious long suffering, and full of love.

Monday, March 28th The fear of blundering kills many a noble ambition.

Tuesday, March 29th The greatest luxury is that of doing good.

Wednesday, March 30th Nothing impure or wrong, can be of use in the service of God.

HOME HINTS

A varnished floor should never be washed with hot water. A cloth, wrung out of luke warm water is best, and each place must be dried as it is washed.

Fish fries much nicer if clarified dripping or salad oil is used. Lard smells and butter tries a bad color.

Varnished wallpaper which has been splashed with grease can be washed with a pall of warm-soapy-water to which a tablespoonful of ammonia has been added.

DID YOU KNOW?

The total output of automobiles in Canada and the United States during the twelve months which ended with September, 1937, reached a total of 5,110,000 passenger cars and trucks, worth at wholesale, \$2,876,000,000. This is the greatest production in the history of automobile manufacture with the exception of 1929, when production reached 5,621,715 units.

MORE IMPORTANT

"Horse, what shall be call the baby?" "Oh, don't bother me now," said the professor, "I'm trying to think up a name for a new microbe."

A RAINY DAY

Mother: "Why, Johnny, what have you done with all your money? Your money box is empty!" Johnny: "Well, mother, yesterday was a rainy day, so I spent it."

The Men Behind

Advertisement for Harold Wiles featuring an illustration of a man working on a car and text about Gray Coach Lines and travel information.

ARE YOUR ROOFS FIRE-TRAPS?

Advertisement for Tite-Lap Metal Roofing, featuring an illustration of a roof and text about fire safety and roofing products.

Want to Sell?—Then Advertise!

HINTS ON FASHIONS

BY LISBETH Costume Jewelry Goes Wild in Both Color and Design—Period Pieces Are in Favor

Advertisement for Crown Brand Corn Syrup, featuring an illustration of a corn cob and text about the product's quality and availability.

START THEM RIGHT!

Advertisement for Pioneer Turkey Starter, featuring an illustration of a turkey and text about the product's effectiveness in raising turkeys.

Business Directory

Medical: DR. J. A. McNIVEN, Physician and Surgeon, Office and Residence—Carnar House Avenue and High Street.

Medical: DR. W. G. CULLEN, L. M. C. C., Physician and Surgeon, Office Hours—1-4 and 7-9 p. m. Sundays by Appointment.

Legal: C. F. LEATHERLAND, B. A., Barrister, Solicitor, Notary Public, ACTON. Estates speedily wound up. Court work attended to promptly.

Legal: KENNETH M. LANGDON, Barrister, Solicitor, Notary Public, ACTON. Office: 23 Phoenix. Residence 181 Buccleugh to H. N. Farmer.

Dental: A. J. BUCHANAN, D. D. S., Dental Surgeon, Office: In Lehigham Block, Hours: 9 a. m. until 6 p. m. Evening by Appointment.

Dental: P. W. PEARE, D. D. S., L. D. S., Dental Surgeon, Moved to our New Quarters in the Symon Block, Phone 29, Mill Street, Acton.

Veterinary: B. D. YOUNG, V.S., B.V.Sc., Veterinary Surgeon, Office: Brookville, Ontario, Phone—Milton 1464.

Veterinary: F. G. OAKES, V.S., B.V.Sc., Veterinary Surgeon, Office and Residence—Knox Avenue, Acton—Phone 130.

General Insurance: WE SPECIALIZE IN Life—Fire—Health and Accident—Automobile—Windstorm—Plate Glass—Boiler—Fidelity Bonds—Farm Insurance—Annuities and All General Lines of Insurance.

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General Insurance: Fred L. Wright, Office—Cooper Block, Office 25—Phone—Resid. 1023.

TIME TABLES

Table with columns for Canadian National Railways, At Acton, Going East, and Standard Time, listing train schedules and departure times.