

A GARDEN AND A FRIEND

Thank God for a garden,
Be it ever so small.
Thank God for the sunshine
That comes flooding it all.

Menu Hints

Recipes for New and Novel
Dishes, Household Ideas and
Suggestions

CEREAL DESSERTS

By combining milk with a cereal that
is rich in starch, a nourishing dessert
is made. Many cereals are suitable for
puddings but rice and tapioca are the
most commonly used.

INDIAN PUDDING

- 1/2 cup cornmeal
4 cups milk
1 teaspoon ginger
1 teaspoon salt
1/2 teaspoon cinnamon
1/4 cup molasses

Heat milk in double boiler. Whisk in
cornmeal with a fork and cook for 20
minutes, stirring until mixture thickens.

PARINA CREAM

- 1/2 cup farina
1/2 cup sugar or honey
1/2 teaspoon salt
2 cups milk
2 eggs
1/2 teaspoon grated lemon rind

Heat milk in double boiler. Whisk in
farina and salt with a fork and cook 20
minutes, stirring until mixture thickens.

MAPLE RICE PUDDING

- 1/2 cup rice
2 cups milk
2 eggs yolk
2 egg whites
1/2 cup maple syrup
2 1/2 tablespoons cornstarch

Boil rice in salted water until tender.
Scald milk in double boiler. Stir corn-
starch smooth in 1/2 cup maple syrup and
add gradually to the hot milk. Stir
until mixture thickens, and cook 15
minutes. Add rice and well beaten egg
yolks. Place in buttered baking dish.

LEMON CREAM RICE

- 1/2 cup rice
3 cups milk
1/2 cup sugar
1/2 teaspoon salt
3 tablespoons fruit sugar
1/2 lemon rind
1 1/2 teaspoons lemon juice
2 egg whites
2 egg yolks

Wash rice and cook with milk in top
of double boiler until rice is tender. Mix
together sugar, salt, beaten egg yolks,
lemon rind, and juice and add to hot
rice. Cook 5 minutes. Place in buttered
baking dish and cover with meringue
made from stiffly-beaten egg whites and
fruit sugar. Bake in slow oven (325
degrees F.) until meringue is browned
(about 15 minutes).

LOCATION OF GARAGE

When automobiles first came into
vogue, the garage was stuck in the back
of the lot, where the stable used to be,
and perhaps the fear of fire had some-
thing to do with placing it there, too.

Usually it was placed in an incon-
spicuous location, still resembling the
poor relation. But lately architects have
recognized the fact that it is a part of
the house and are designing it as such.

And they place its door as near the street
as possible both to shorten the neces-
sary driveway and to keep the rear of
the place clear for development.

A garage should be deep enough to
accommodate a car comfortably without
having to gauge the distance by inches,
and it should be wide enough to allow
free passage on at least one side of the
car.

Where possible, it is advisable to add
a few feet in one direction to accom-
modate a work bench. In cellulose
houses, an additional foot, or two pro-
vides a space for rough storage. The
door should be of a type that can be
easily operated both from within and
without.

It is not necessary to fireproof the
inside of the garage unless the code
demands it, but it is advisable to do so
if possible. For wherever inflammables
are stored there is always the possibility
of fire, so precautions should be taken.

Chronicles of
Ginger Farm

Written Specially for
The Acton Free Press
GWENDOLENE P. CLARKE

The country is badly in need of rain.
Although everything looks so green,
growth is practically at a standstill. My
little tomato plants are not liking the
warm, dry winds at all and our clover
field seems to be getting thinner every
day. However, a real good rain—if it
comes—will freshen things up quite a
bit.

This is what might be called an in-
between season for farmers—after sowing
and before haying—with an accumu-
lation of odd jobs sandwiched in be-
tween.

It is well for every woman to remem-
ber this and some day, after your good
man has had a really appetizing and
satisfying meal, you might suggest that
if he is not too busily busy it would be
an opportune time for him to get the
garden gate fixed or a new coop made
for the chickens. Of course, however
badly you want something done, don't
make any attempt to rush it, and don't,
whatever you do, suggest that your bet-
ter half hasn't very much work to do just
now. If you do make such a rash sug-
gestion he will immediately remember
more jobs on hand than you ever heard
of—so tread warily.

You know, there are occasions when a
husband can be really helpful if he is
handed properly. Sometimes it isn't
even necessary to tell him when a job
needs doing—there are times when he
actually sees it of his own accord. Of
this I was recently reminded when I was
forced to discard a certain Pecten gage;
which was to me a symbol of what an
splendid man I had married. It was
hidden in my possession a first cent fish-
scale, which unfortunately came to grief,
the place part having worked loose from
the handle, which, naturally, made it a
wobbly sort of tool to use. Out West,
when such things got worn out, one
either fixed them or did without. I did
without. One day I had to be away and
left Partner to get his own supper. He
fried himself some eggs and tried to lift
them with the fish scale. Each time they
dropped back into the pan. I don't know
what Partner said, or in what condition
the eggs finally reached his plate, but I
know that when I came home I found
my fish scale just as good as new, fixed
with a rivet which Partner had put in to
hold it. It took about five minutes to
fix and it lasted for fifteen years. And
I didn't even have to ask Partner to
write for me—that was the lovely part
about it.

And so, with that theory in mind, I
would suggest to you, my dear farm
women friends, that if you have, for in-
stance, a faulty chicken coop, it might
be a good idea if you stayed out to sup-
per some day and asked John if he would
please shut the chickens in for you at
night. Now, if John has to chase
chickens around and hunt bricks and
bits of board to block up broken places,
in the coop before he can shut the chick-
ens in—that is if he ever does catch
them—the chances are that you find
yourself with a couple of new coops the
next day. The new coops may have been
built out of consideration for you or it
may have been in case you should have
John in charge of your chickens. But
why worry about the reason—results are
what counts.

And, speaking of going away—Partner
and I had an invitation to spend a few
days with friends at their summer pos-
tate near Algonquin Park. I asked if
it would be all right to bring the cows
along—I can't think of any other way of
getting Partner enticed from here.
Whatever happens, those cows must be
milked night and morning, and Partner
thinks no one can milk them like him-
self. So there you are—there's another
grand opportunity gone west. Sometimes
I think it must be nice to get off occa-
sionally and leave all your cares behind
you, just the same as school teachers and
bank clerks—and newspaper editors do!
But with farmers the way most of us are
fixed, our busiest time comes when other
people are holidaying. Of course, town
people often say—"But you don't need
to go away, you are in the beautiful
country all the time." Which is all
perfectly true, but sometimes we feel we
would like a little more time to enjoy it.

Now I must go and look after my
chickens and broody hens. Up to the
present my chickens are still penned up
and I am wondering what will happen
when I let them loose, with Rusty run-
ning around. A puppy is sure a prob-
lem. Rusty has a special liking for
growing things. He has nipped off a
bunch of five tomato plants, eaten several
pansies and bedeviled tulips galore. He
collects old bones, rags and rubbers and
brings them all round to the front lawn.
One hen still persists in laying her daily
eggs—in his kennel. He acts as if he
would be a good cattle dog, and already
he lets us know if anyone approaches
the house.

P.S.—This was written but not mailed

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

and now I have to report that we have
had a lovely shower. I am sure it will
do a lot of good. Already everything
looks so much fresher.

"Our" Column

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

A MORNING GLOOMY FOR EACH DAY
OF THE WEEK
Thursday, June 24th
The condition of the church indicates
what kind of a congregation meets
therein.

Friday, June 25th
The man who minds his own business
will have many friends.

Saturday, June 26th
The farm tells not a little about the
owner.

Sunday, June 27th
Keep thy tongue from evil, and thy
lips from speaking guile.—Psalm 34: 13.

Monday, June 28th
Pride goes before a fall.

Tuesday, June 29th
Prosperity is to be measured not by
one month's gain, but by the yearly in-
come.

Wednesday, June 30th
Courage of soul is necessary for the
triumph of genius.

NURSE ELKRAM
HOME HINTS
A good way to whiten bread or meat
boards which have become discolored is
to rub them with the inside of lemon
rinds. Then wash with warm water.
They will be white, and sweet smelling.

To freshen the color of window blinds,
wash with limesed oil.
Damp shoes will polish well if a little
paraffin is added to the shoe polish.

DID YOU KNOW?
Ontario has been using electricity to
thaw out frozen water pipes. One
secondary electric wire is attached to
the service pipe inside the house and
the fire hydrant outside. The wires are
from a special pipe-thawing transformer,
which gives a current of 11 to 22 volts
on the secondary side, and current values
of from 200 to 800 amperes. The cost to
the householder is just \$1.78.

WORLD'S STRANGEST
BIRD SANCTUARY
The most unusual bird sanctuary in
the world is described by Eleanor Early
in her new book "Birds of the Sun."
Miss Early visited Trinidad and Tobago
recently and went to see the birds of
paradise on Little Tobago Island, near
Trinidad British West Indies. "Off
Tobago there are two tiny islands," she
says. "Goat Island, where there are no
goats, but only a white woman living
alone, and Little Tobago, where there are
birds of paradise—and nothing else."
The white woman is a New Yorker, who
hates Times Square and the subway.
And the birds of paradise were brought
to Little Tobago by Sir William Innam
from the wilds of Dutch New Guinea.
No bird of paradise ever left New Guinea
of its own accord, and Little Tobago is
the only place where they have been ac-
climatized.

"Sir William spent his life catching
half a hundred, and set them free on
Little Tobago, which belonged to him.
When Sir William died, his sons pre-
sented the island to the Government, on
condition that it be made into a sanctu-
ary, and provision made to feed its
beautiful tenants."
Trinidad is reached by regular sailings
of "Lady" liners of the Canadian
National Steamships, from Halifax and
Boston, and a Government boat service
is maintained between Trinidad and the
island of Tobago, not very far away.

LONGER LIFE FOR FENCE POSTS
Preservative treatment to prevent
decay and prolong the life of non-dur-
able fence posts is recommended by the
Forest Products Laboratories, Depart-
ment of Mines and Resources, Ottawa.
The length of life of fence posts depends
mainly on the species and the conditions
of service. For example, cedar is
naturally durable and will last for many
years, but most of the common woods
are not durable and in contact with the
soil soon decay. Investigations show that
many years of service can be added to
certain species by simple and inexpensive
treatment.

Cresote oil is the best effective pre-
servative and will increase the service
life of non-durable posts twenty years
or more. Posts may be treated either
full length or only butts with cresote
oil by heating the air seasoned posts in
hot oil, and then submerging them in
cold oil. This treatment is known as
the "hot and cold tank" treatment. A
cheaper, less efficient treatment consists
of dipping posts in hot oil. Where a
tank is not available, two brushings with
hot cresote, well brushed in, will add
two or three years to the life of the
posts.

Twelve to thirteen years of service life
may be given air seasoned non-durable
species by treating the posts with a 3-5
per cent solution of a preservative salt
(silicic chloride, sodium fluoride and cop-
per sulphate) by the "hot and cold tank"
treatment. This treatment is generally
more effective than steeping the posts
for several days in a salt solution. Fresh-
ly-cut posts may be treated by standing
the butts of the green posts in a salt
solution for a week or more.

This brings the total accidents report-
ed to date this year to 24,036, as com-
pared with 24,874 during the same
period last year, and the benefits award-
ed to \$2,647,073.02, as against \$2,578-
288.31 during the corresponding period
of 1937.

E. R. ENGINEERS CAN TEACH
SAFETY TO MOTORISTS, SAYS
C. F. R. TRAIN DISPATCHER

Ontario Highwaymen Can Be Made Ac-
cident-Free by Using Railway Methods
—Driving Full-Time Job

Toronto, May 30th.—If all motorists
took as much care in their driving as
railway engineers do in piloting trains,
it would not be long before accidents on
Ontario's highways were as infrequent
as they are on railroad lines.

"That is the opinion of Oscar A. Brack-
en chief O.P.R. dispatcher, expressed
during an interview on the Highway
Safety Campaign being conducted by the
Ontario Department of Highways, under
the direction of Hon. J. B. McQuaeten,
Minister of Highways.

Mr. Bracken should know something
about accident-prevention, for a chief
dispatcher's job is to see that all trains
run on time—and that they do so with-
out any mishaps.

Mr. Bracken believes that motorists
can learn a lot about safety and safe
driving from railroad engineers, and
outlined several instances where the
driving rules which control engineers can
be advantageously applied to motorists.

"For instance," he pointed out, "the
main thing dispatchers and engineers
are concerned with is that trains avoid
collisions and accidents and still get to
their destinations on time. It would be
impossible, of course, to have chief dis-
patchers for motorists, but there is no
reason why every motorist can't be his
own dispatcher and see that he gets to
his destination without having to make
dangerous spurts or sprints, and get
there on schedule and in safety.

"If a motorist wants to get somewhere
50 miles away at 10.30 in the morning,
he knows he must leave at 9 o'clock if
he is going to get there on time, at a
reasonable speed, and in safety."

Another similarity in engine-driving
and car-driving, Mr. Bracken explained,
is that slow trains always give way to
fast trains.

"I need hardly add," he said with a
smile, "that engineers always stay in
their own side of the road. The rails
and the wheels take care of that, but
it's still a safety 'must' for all motor-
ists." Railroad engineers keep their
eyes on the road and their mind on the
job every minute they are at the throttle.
Mr. Bracken remarked. "They watch
every signal light and road sign, and are
constantly aware of the fact that they
are sole trustees of life and property—
and they can't take any chances with
either. Annual vision, hearing and color
tests are given to all train crews.

"No member of a train crew," he said,
"is allowed to go on his run unless he
has had sufficient rest since his last run,
and he never has to work so long that
there is any chance of his getting drowsy
while on duty. You may hear of a
motorist dozing off to sleep at the wheel
now and then but it never happens in
an engine cab."

Another way in which accidents on
the railways are avoided, he explained,
is by giving every engine a thorough
overhauling after every run and if any
defect is found, it must be repaired be-
fore the engine is allowed to leave the
roundhouse for further service. Similar
thoroughness on the part of motorists
would prevent many an accident, he ad-
ded.

"When an engineer is at his post," Mr.
Bracken said, "it is there to take the
engine safely—not to admire the scenery
or carry on a conversation. He leaves
those pleasures to the passengers in the
coaches farther back on the train. One
thing that would help a great deal in
cutting down automobile accidents, would
be to have a separate compartment for
the driver—just as they have on locomo-
tives and in some street cars, buses and
taxicabs.

"Driving an engine or a motor car is
a full-time job, and needs the undivided
attention of the operator. You can't
'chit-chat' and admire the scenery and
drive a car or locomotive all at the same
time. The first two items should be taken
care of by the passengers, and the third
item by the driver exclusively."

Train dispatchers never allow one
train to pass another unless the road is
absolutely clear for an ample distance
ahead and that, commented Mr. Brack-
en, is just as important in motoring as
in railroad driving.

"We know our speeds and our distances
and we never take chances. Our
schedules are designed so that we don't
need to expose ourselves or our pass-
engers to any risks. And we never let
speeding, 'slow-but-sure' engines try to
overtake any of our sleek-speed'
streamlined flyers. We know they can't
do it and we don't expect them to try.
That's a pretty sound policy in motoring,
too, and I firmly believe that if all
motorists were as careful and cautious
as locomotive engineers, there would be
very few highway deaths and accidents
in Ontario this year or any year."

ACCIDENTS AND COMPENSATION
During May there were 4,902 accidents
reported to the Workmen's Compensation
Board, as compared with 4,026 during
April, and 5,069 during May a year ago.
The benefits awarded amounted to
\$520,873.85, of which \$426,465.95 was for
compensation, and \$94,407.90 for medical
aid.

This brings the total accidents report-
ed to date this year to 24,036, as com-
pared with 24,874 during the same
period last year, and the benefits award-
ed to \$2,647,073.02, as against \$2,578-
288.31 during the corresponding period
of 1937.

WISDOM OF COOKING
HAD PRIMITIVE ORIGIN

First Recorded Meat Was an Accident—
Now Electricity Eliminates
the Drudgery

It seems, can claim the honor
of being the first chef because of an
incident which occurred one dark and
dangerous night thousands of years ago.

According to the story, a group of
men had camped near a forest at night-
fall, and they heard the ominous snarl
of wild animals nearby. They soon had
a fire going, and huddled around the
flames to eat their evening meal, consist-
ing of raw meat and other uncooked
dishes. There was a sudden whoop at
one of the party accidentally dropped his
ration of meat on the fire. In a few
minutes, however, the cries of lamenta-
tion ceased and nostrils began to tingle
with a delightfully new and thrilling smell
permeated the night air.

The meat was being cooked! The
cookers era had dawned!

And so from those primitive days this
art has steadily progressed according to
the stage of civilization and the foods
and appliances available.

Competent authorities point out that
cooking as it is known to-day cannot be
said to have started before the Renais-
sance in Italy; and Italy is declared to
be its birthplace.

It is recorded that Catherine de'Medici
brought Italian cooks to Paris and intro-
duced there a new kind of cookery, while
Abraham Hayward in his "Art of Din-
ing," states that Italians were the first
to introduce ice in France.

A tragedy focuses attention upon
Vatel, who was one of the most famous
chefs. This story was told by Madam
de Sevigne. So conscientious was Vatel
in the preparation of foods that one day
when fish, which he had ordered for
part of a dinner he was arranging, failed
to arrive in time, he committed suicide.
He welcomed death rather than disappr-
agement of his menu!

But times have changed! To-day,
modern economic authorities point out how
modern electric ranges have removed all
the guesswork from cooking so that even
young and inexperienced brides are
earning reputations for being "good
cooks." This fact focuses attention
upon the remarkable developments in-
corporated in the well-known makes of
electric ranges which are displayed in
Hydro-Electric showrooms throughout
Ontario. A cursory inspection of these
ranges reveals a number of interesting
features, including automatic oven tem-
perature controls which maintain a con-
stant, even temperature; automatic elec-
tric timer clocks, which make it pos-
sible to cook meals without waiting or
watching; thick insulation which keeps
the heat in the oven and keeps the kitchen
cool; extra fast elements; spacious
ovens finished in porcelain; sliding
shelves and a host of other features
which contribute to better and more
economical cookery.

And it all started because a savage
dropped a piece of meat into a fire!

HIS REASON
Father—"Why are you crying, Jack?"
Jack—"Because Tom Brown punched
me."

Father—"Why did you not punch him
back?"
Jack—"Because it would be his turn
again."

HINTS ON FASHIONS
BY LISBETH

Plain and Printed Fabrics Are Charmingly Combined

The combination of plain and printed
fabric in one garment was never more
charmingly used than in this season's
dresses.

This dinner dress worn by Joan Ben-
nett, film star, proves the point. It is
an original by Bernard Newman, of
Hollywood, and is of chiffon, cut low in
front, with a bodice of navy and white
print cut high in back with a slash down
the centre to the waistline.

The skirt moulds the figure and has a
row of tiny covered buttons from the
base of the décolletage to the centre of
the dress. A section of the print is in-
serted in the skirt, with a circular treat-
ment which adds fullness, and ends in a
short, graceful train.

Style Whimsies
Occupying a prominent place among
the colorful beachwear fashions is the
long beach coat of what-colored terry
cloth, collared and cuffed in plaid print
pique.

A delightful innovation for summer is
the pantie petticoat of silk satin, which
is made with a removable buttoned
crotch.

It is predicted that real petticoats with
rows of narrow lace ruffles will once
again adorn the feminine form. And
the camille with beading will again be
the vogue.

Linen slips are growing in importance,
as they seem to afford the protection
necessary for the lighter weight cotton
fabrics, voiles, dimities, awes and or-
sandy dresses which are to be worn so
generally this summer.

From Paris comes word that the hair
barrette is being revived. They are wear-
ing barrette clips or pins at either side
near the neck to hold up the very short
hair, now that the hair is being worn
brushed up at back.

EXPERT ON WATER PROBLEMS
LOANED TO PRIVATE FIRM

T. C. Main, civil engineer and expert
on surface water problems, employed by
the Canadian National Railways, was
recently loaned to Ducks Unlimited of
Winnipeg, Man., as general manager for
whatever period his services are requir-
ed. Mr. Main, former chairman of the
Engineering Institute of Canada, was
lent in 1930 by the late Sir Henry Thomp-
son to the Government of Bermuda, to
give advice on reclamation problems. In
1931 the railway again lent Mr. Main's
services, this time to the Saskatchewan
Government. On this occasion he made
a study of the drought areas. In his new
appointment, Mr. Main will engage pro-
vincial managers to carry out the work
of restoring water levels as part of the
conservation plan to restore the deplet-
ed waterfowl population of Western Can-
ada.

Business Directory

MEDICAL
DR. J. A. McNIVEN
Physician and Surgeon
Office and Residence—Corner Bowser
Avenue and Elgin Street.

DR. E. J. NELSON
Physician and Surgeon
Electro Therapy Phone 88

DR. WM. G. CULLEN, L. M. C. C.
Physician and Surgeon
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For Appointments Phone Acton 65—or
Georgetown 88
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Thursday, 1.15 p.m. to 4.30 p.m. Even-
ings on request.

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A. J. BUCHANAN, D. D. S.
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by Appointment
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P. W. PEAREY, D. D. S., L. D. S.
Dental Surgeon
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Phone 29 Mill Street, Acton
Rockwood Office open Every Thursday
Afternoon and Evening

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Veterinary Surgeon
Office: Brookville, Ontario
Phone—Milton 1484

F. G. OAKES, V.S., B.V.Sc.
Veterinary Surgeon
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Acton — Phone 130

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TIME TABLES
CANADIAN NATIONAL RAILWAYS

AT ACTON
Going East
Daily except Sunday 6:04 a.m.
Daily except Sunday 9:54 a.m.
Daily except Sunday 6:26 p.m.
Sunday only 8:19 p.m.
Flyer for east, flag stop in Georgetown at
9:49 p.m.

Going West
Daily except Sunday 8:48 a.m.
Daily except Sunday 3:40 p.m.
Daily except Sunday 7:07 p.m.
Sunday only flag stop 11:32 p.m.

STANDARD TIME
GRAY COACH LINES

COACHES LEAVE ACTON
Standard Time
EASTBOUND
(To Toronto)
8:51 a.m. 3:52 p.m.
8:41 a.m. 3:57 p.m.
11:26 a.m. 8:53 p.m.
8:20 p.m.

WESTBOUND
(To Kitchener)
9:53 a.m. 7:16 p.m.
12:13 p.m. 10:08 p.m.
2:13 p.m. 10:53 p.m.
4:13 p.m. 11:53 p.m.

x—Through to London
a—daily except Sun. and Hol.; b—Sun.
and Hol. only; c—Sat. only; d—daily, ex-
cept Sat., Sun. and Hol.; e—Sat., Sun.
and Hol.
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