

Of Interest to Women

Menu Hints

Recipes for New and Novel Dishes, Household Hints and Suggestions

DON'T DESTROY FLAVOR

By Betty Barclay

Some time ago I spent a week-end with a very dear friend. At breakfast, a glass of orange juice was placed before me. One sip and the breakfast was spoiled so far as I was concerned.

Questioning carefully, I learned that my friend had reamed this juice the evening before and placed it in the refrigerator so that it would be ice cold for breakfast. It was ice cold, but it was almost flavorless.

Orange juice should be consumed within thirty minutes after it is reamed. Mother Nature's protecting peel will hold the flavor for weeks or months, but the flavor begins to disappear almost as soon as the orange is reamed. Not even a covered container and an ice cold refrigerator will retain this flavor for more than a few minutes.

I told this story as diplomatically as possible to that friend of mine. She tried serving freshly reamed juice from ice cold oranges and one more family quickly learned a lesson that is greatly needed by thousands of women.

"Why, it tastes one hundred per cent better," my friend said. "The children now clamor for their morning orange juice."

Now, I could have become real technical and explained that orange juice standing overnight in a covered container will lose approximately ten per cent of its Vitamin C but after all, I was merely trying to teach a friend how to keep from destroying flavor—for flavor is all important at breakfast, and particularly in the first step that passes your lips.

Many restaurant and hotel cafes and cooks could well learn this simple lesson. Far too often they serve orange juice that has stood for hours.

Don't do it, friends! It destroys the flavor. Let Mother Nature work her magic in the never-retaining peel until you are ready to serve your juice. Place the oranges in the refrigerator overnight—not the orange juice.

OLD ROADS AND NEW ROADS

It is a distant cry from the commonplace ribbon of highway along Ontario's "main street" to-day the first venture in a hard-surfaced program for the Kingston and Dundas Roads and Yonge Street, more than a century ago.

Upper Canada, it was then, found its road engineers no less ambitious than those 20th century experts in highway engineering who are responsible for the half-billion dollar system of roads serving the province now. In 1833 they had undertaken macadamized roads near Toronto.

That was only a decade after John Macadam had convinced the British House of Commons that his system of hard-surfaced roads had merit which was to immortalize his name. The Parliament of Upper Canada, in 1837, voted grants for macadamizing those three trunk roads which were serving Toronto and its contiguous areas at that time, and remain to-day as foundations of a great system.

But there were no multi-million dollar highway budgets in the 1830's and the macadam method was a costly one—too costly for the limited provincial revenues. The engineering hopes were short-lived. Plank surfacing, at about half the cost, was the best alternative within means, but a passable road was not always guaranteed and "14 per cent grades were not uncommon," one historian reports.

A year ago, upon the centennial anniversary of the first hard-surfacing venture, Ontario's first paved highway from Toronto to Hamilton, along the Lake-shore, had completed 70 years of service. It was also Canada's first major road pavement and among the pioneer developments on the continent. The Lakeshore route, one of Ontario's memorable scenic drives, marked its 20th year at a time when the Middle Road had just opened its incomparable dual highway facilities to the greatest flow of inter-urban traffic Canada had ever seen. Its majestic sweep of divided highway, its picturesque boulevards and safe driving features introduced the current model in modern road engineering and marked a new epoch in the highway development of the province.

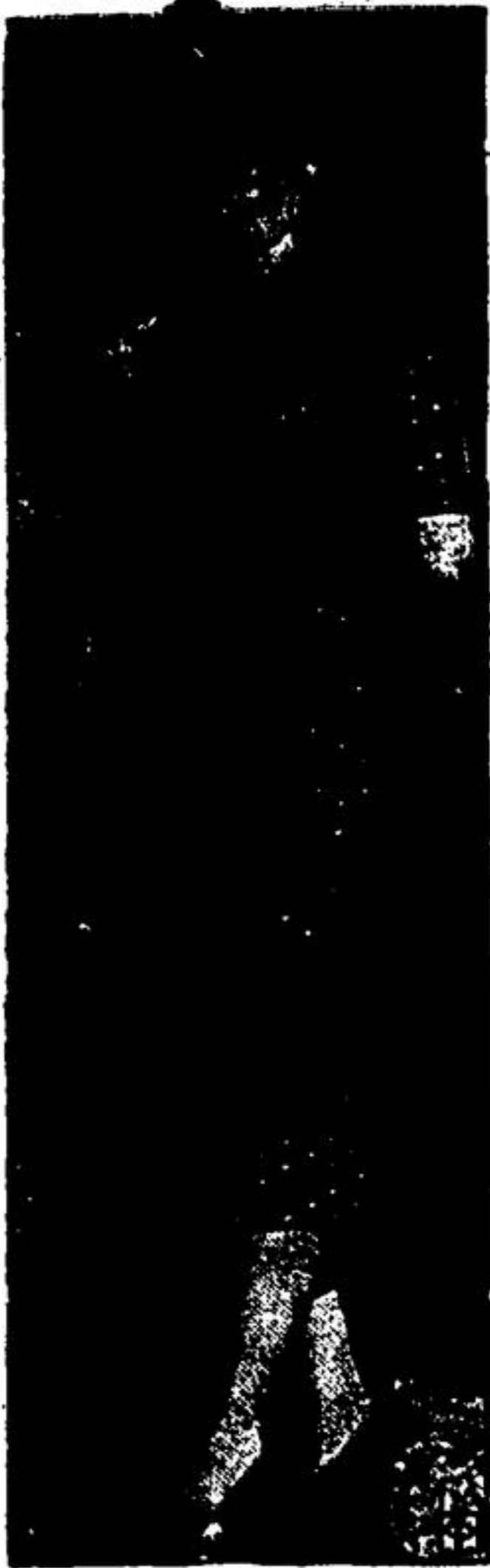
MORE HORSE-DRAWN PLOUGHS

There were 27,212 ploughs of all makes sold in Canada in 1937, at a value of \$1,982,564, an increase of 30.3 per cent. in value and 26.7 in number compared with 1936. Sales of mouldboard ploughs increased 38.3 per cent. in number and 63.3 per cent. in value, and disc ploughs declined 8 per cent. Sales of horse-drawn mouldboard ploughs numbered 15,128, showing an increase of 19 per cent. in 1937.

HINTS ON FASHIONS

BY LIBERTY

Brown Knit Dress Chic for Early Fall



For Early Fall Wear

For early fall wear, a good suggestion is a two-piece knit dress of cocoa brown fleeced with rose. The top shows a double-breasted closing, and self-colored suede belt. The broad-brimmed chapeau is of matching brown felt, accented with a band of rose-colored grosgrain ribbon. The accessories are dark brown alligator.

Style Whimsies

There is some agitation for a boned evening slip to wear under sheer evening frocks. The strapless evening frocks are themselves boned to hold them in place, but lingerie shoulder straps are a pest under the very sheer gown, and the boned and strapless slip bodice has been suggested to remedy the matter. More power to it!

Height is the principal quality of the new Paris fall hats. Crowns are high and run to peaks, birds and feather fantasies soar aloft; if the trimmings do not bill toward heaven, the hat materials are manipulated to do so.

Hand-painted lace lingerie is sufficiently "different" to be alluring. The importer declares that these lace garments, which are made of the Alconon type lace, painted by hand, will wash and have been rigorously tested to prove this point.

Pockets are more numerous than ever before in shirts to go with your vacation slacks. As many as four to six pockets are seen in them, and the shirt may have long or short sleeves.

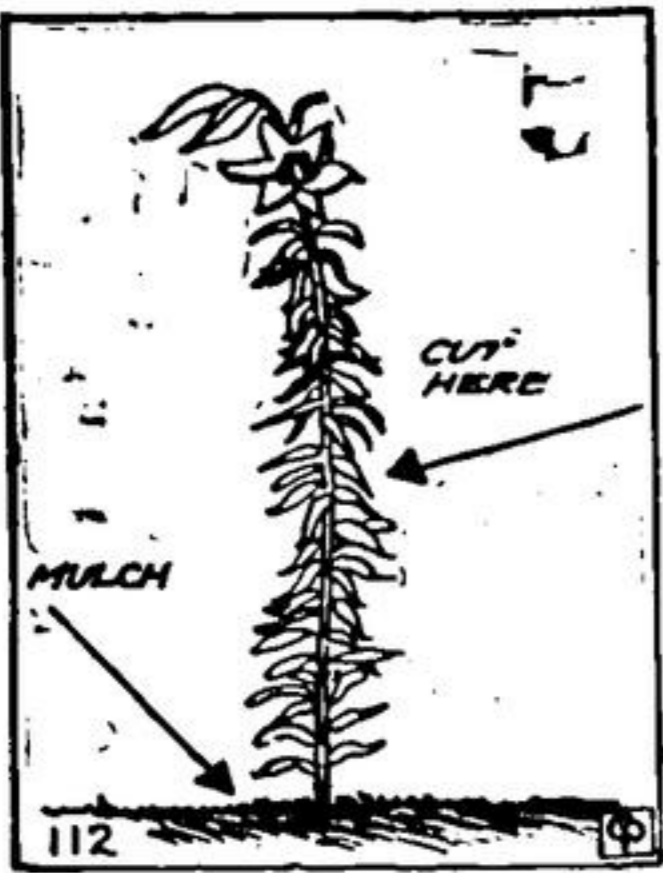
Fall riding coats are growing conservative in color, as a change from the bold plaids which have been favored. Pointed and draped collars, very high in front, are worn in Paris.

MAKING PROGRESS

Mabel—What's worrying you, David? Farmer's Son—I was just wondering if Dad would see to the milkkin' while we're on our honeymoon, suppa'n' you said "Yes" 'I asked you to marry me.

Weekly Garden-Graph

Written by DEAN HALLIDAY for Central Press Canadian



Summer Care for Lilies

Lilies need special care during the hot, dry spells of summer. The soil in which they grow should be kept cool and slightly moist. If the lily roots are shaded by the foliage of other plants growing nearby or if they have a ground cover growing over them it may prove to be enough protection. When the lilies stand by themselves in full sun, then the soil about them should be well mulched. Granulated peat, or even grass clippings, will serve.

As shown in the Garden-Graph, when cutting lilies for indoor decoration or when the blooms have faded, leave about half of each stem and its foliage to manufacture food for the bulb. This method of cutting assures large blooms for next year.

If cut back just as the blooms begin to fade, many lilies will produce blooms again later in the season. The newer dwarf zinnias, now available in a wide variety of colors, are especially desirable to use in well-drained spots fully exposed to the sun.

For lawns and general garden sprinkling, a thorough soaking once a week is better than daily light sprinklings.

BUT ALWAYS A TICKET

"I'm so pleased it's not good form to wear a watch with a dress suit." "Why?" "Because I never have my watch and my dress suit at the same time."

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

Chronicles of... Ginger Farm

Written Specially for The Acton Free Press GWENDOLINE F. CLARKE

Such a mess as there is around here! We have a wrecking crew at work. It is comprised of two men, a boy and a dog. The two-legged wreckers are pulling down the old woodshed. The four-legged wrecker—meaning Rusty—wrecked a perfectly good cushion yesterday while we were away from home—we came back to find feathers strewn all over the front lawn.

The woodshed has been in the process of demolition for the past week. Years ago it was built as a house for hired help later it was moved over to the main building and used as a woodshed—a very large woodshed, as you may imagine. Past years have added much to the deterioration of the building and as it was far bigger than we needed, Farmer decided it would be more economical to wreck the big building and build a smaller one. Two nests of bees and a hornet's home added much to the excitement of the job—the nests, of course, were in practically inaccessible places. What concerns me most is the fact that tearing down the woodshed leaves my kitchen door unprotected, which the flies take as a cordial invitation to enter the house. Believe me, that condition will not continue for very long.

The building was such a substantial affair, I thought surely someone would get hurt or killed before all the heavy beams were brought to the ground. The last ones were pulled down with a rope, as it was too dangerous to go on working with a ladder and wrecking beam. This morning I ran around rescuing the animals from possible death—tid Rusty up, shooed Mithie down the cellar and enticed the hens back to the hen house with extra feed. But now it is all over, thank goodness, except for the debris.

You will remember I have repeatedly lamented the fact that there were no berries this year—or rather, that they were all dried up. I say "were" advisedly, because Son and I went berry-picking the other day and we brought home enough to make nine quarts of berries when earned. And such lovely berries—I don't think I ever saw better fruit.

Some people think it crazy to bother with wild fruit and that is possible in the long run to buy what one needs. That may be right, but to my way of thinking there isn't half the thrill in canning fruit which has been bought. There is nothing I like better than a few hours in the bush picking berries. A few hours, mind you—not a whole day. That indeed is throeome and I believe too long a time at a stretch is the real reason why many people have grown tired of berry picking.

For real pleasure I like to choose the early morning hours, starting out about seven o'clock or as soon as possible after the morning chores are done. I like to take a snack along with me with ginger ale to drink or hot tea in a thermos flask. By the middle of the morning one is usually ready to sit down for a short rest and then—does that tea taste good! Do you know, the other day two little chipmunks were playing around near me, just as tame as you please. Another time I sat on a tree stump and watched two small birds worry and peck at a big chicken hawk until they finally drove it away. Would you see things like that while buying berries from a store? And then the berries themselves. When we went into the bush and saw the red, luscious fruit, just hanging from the branches and apparently no one there to pick it but ourselves, it seemed to me it was almost an insult to the Good Provider not to take advantage of the wild fruit that was growing for our use.

Last Sunday I had a real treat. Partner and Son were away and I was invited to go on a motor trip with some friends. We went over three hundred miles—through Quelpik, Kitchener, Stratford, and on to Goderich, where we had a short boat trip on Lake Huron. Coming back we passed through Grand Bend and St. Marys, and then on to Stratford again. By that time it was getting late, so there was nothing for it but to come straight home. It was a grand trip, especially as all the country, after we passed Quelpik, was entirely new to me—and do I like to see what the different places look like! After having read the papers about the destruction of the army worms, I was surprised to see there was no sign of it along the highways. The crops all looked about the same. It struck me as being a very treeless country and the farm places did not look any too prosperous. I don't think I would like to live in quite such a flat country—it looks so uninteresting. And yet the park itself in Stratford was a lovely place—beautiful old trees, providing plenty of shady spots for picnickers. There was very little traffic—that is as compared with what we have been used to along the Toronto-Hamilton highways. I was very taken with the way in which the streets in Goderich are laid out—the Court House in the centre of the town, and streets running out from it like spokes from the hub of a wheel—something like Piccadilly Circus in London, England.

It was nearly eleven p.m. when we got home—very sleepy and slightly stiff.

CIVIL HOLIDAY ON ANY DAY "DON'T DO IT"

Never pass around a car at the top of a hill. A car may be coming over the crest of the hill against you. Just observe when you are out driving how often you could have been trapped by the car coming over the other side of the hill.

Trying to pass a car near or at the crest of a hill is suicidal. You may be overpowered, following a slow truck up an incline. You may feel you can get around that truck safely, but the danger of a car coming from the opposite direction is enormous. Consider also that since this car might be coming at top speed and possibly running downgrade, it would be that much harder to stop.

Next to reckless speed, passing cars at the crest of a hill is the most dangerous a motorist can make.

"DON'T DO IT"

Centrifugal force tends to pull the car on the outside of a curve off the road and tends to pull the car on the inside of a curve into the centre of the road. In order to avoid accidents, slow down on all curves.

Records show that one out of every 12 fatal motor accidents last year occurred on highway curves.

Never coast around a curve. Keep your car in gear—it gives you better control.

Do your braking before you hit the curve. Throwing on brakes while on a curve is likely to cause skidding.

"DON'T DO IT"

Don't drink when you drive. Maybe you believe that a few drinks don't make any difference to you. That's what you think! But as a driver at the wheel of a motor car, here's how alcohol fools you:

- 1. It makes you take chances.
- 2. It slows your mental reactions.
- 3. It befuddles your judgment of distance.

The drunken driver will run through red lights, go at excessive speeds, not watch the road, turn corners suddenly and disregard stop signs.

It is a matter of proven fact that his reactions are only half as quick as those of a man with no alcohol in his system. Therefore, he requires at least twice his usual speed. Don't drive when you drink. And don't ride with a driver who has been drinking.

"DON'T DO IT"

Don't neglect your brakes. There is no substitute for frequent tests and adjustments of braking mechanism by competent men who have dependable equipment. Be on the safe side. Have your brakes tested every 3,000 miles. How else can you ascertain the condition of the brake drums—regarding greasy-lining, glazed and worn lining or faulty equalization?

Application of your brakes should always be moderate. But having good brakes in good condition is not enough. It is equally important that you know how and when to use them. Don't jam on your brakes unless a sudden emergency arises.

SOL — THE SCORCHER

The extreme heat of summer is a real danger. Excessive high temperature is a similar danger to those who work in factories, engine rooms and other hot places and who fail to take precautions against heatstroke and heat exhaustion.

Heatstroke and heat exhaustion are radically different in their effect upon the patient and in the treatment required.

In heatstroke, the face is red or purple, the skin is dry and hot, the temperature, measured by the thermometer, is high, and the patient is unconscious. In heat exhaustion, much the opposite is the rule. The face is pale, the skin moist and cold and the temperature low; the person is usually conscious. Remember the differences. In heatstroke, a dry skin; in heat exhaustion, a moist skin.

What should be done in these cases? First call a doctor. Then remember that the body should be cooled and the cold body warmed. In heatstroke, lay the patient on his back in a shady place and allow as much clothing as society will allow. Sponge body with cold water. Apply ice-bag or cold cloths to the head. Give no stimulants, but after the patient has become conscious let him have all the water he will drink.

In heat exhaustion, lay the patient in a reclining position. Loosen clothing. Keep warm with hot water bottles, blankets or other handy materials. Give stimulants: tea, coffee or one teaspoonful aromatic spirits of ammonia in half a glassful of water.

Preventive Methods.

In hot weather, wear light, porous clothing. Avoid unnecessary exposure to the sun or excessive heat either indoors or outdoors. Keep your head covered in the scorching sun. Drink plenty of cool water and to each glassful add a tablet of common salt (gr v) either with or without 5 gr dextrose. Use a liberal amount of salt food to replace the salt lost through sweating.—By John W. S. McCullough, M.D., D.P.H.

HE KNEW HER MAN

At a public dinner, a speaker spoke for half an hour and looked like going on for another 30 minutes.

A guest turned to a woman near him and remarked: "Can nothing be done to stop this man up?"

"Well," responded the other, cheerfully and frankly, "I've tried for fifteen years."

But quite satisfied with our perfect day. Added to that was my gratitude to these friends for having invited me on such a lovely trip.

SAWDUST AS DOMESTIC FUEL

Sawdust is now employed in the heating of more than 10,000 homes, offices, theatres and other buildings in British Columbia. In co-operation with combustion engineers, the Forest Products Laboratories of the Department of Mines and Resources have devised methods to use sawdust for fuel, and the storage and burning of this material has been placed on a sound basis. Formerly regarded as unavoidable waste, sawdust for fuel now returns to mill owners thousands of dollars for a product which was previously sent to refuse burners.

The quantity of sawdust produced annually in Canadian saw mills is estimated to be sufficient to cover fifteen or twenty city blocks to a depth of one hundred feet.

Some of the advantages of sawdust as fuel are readily apparent. Sawdust is clean, cheap, very low in ash content and light in weight and easily handled. Added to these qualities is the important fact that it burns freely, requires little attention and makes a fire which is easily controlled.

Special furnaces or stoves are not necessary for burning sawdust, but auxiliary grates are required. These have been designed so they may be easily attached to any standard heating unit. The fuel is fed as required, by gravity, from a storage hopper placed above the grate. The hopper requires filling two or three times a day.

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SALLY'S SALLIES
ANOTHER NEW ONE?
NO—I BOUGHT THIS MONTHS AGO
Some women buy their clothes on the instalment system and wear them the same way.

Seek Canadian Planes for Britain
These three prominent British aviation authorities will make up, along with an air ministry official—the mission which Air Minister Sir Kingsley Wood has announced will leave immediately for Canada to negotiate for manufacture of heavy bombing aeroplanes in the Dominion. The step is taken, it was indicated, with concurrence of the Dominion Government and marks Britain's most determined effort to bolster her aerial construction campaign with overseas assistance. The mission will be headed by Sir Hardman Lever, Chief, former Financial Secretary to the Treasury, and will include Sir Edward Ellington, Left, Commander-in-Chief of the R.A.F., and Frederick Handley-Page, (lower right) world famous designer and builder.