

# Of Interest to Women

## Menu Hints

Recipes for New and Novel Dishes, Household Ideas and Suggestions

### DESSERTS THAT PLEASE

What a number of delicious desserts owe their taste appeal largely to the eggs used in their making of such desserts.

### VIENNESE TARTE

- 1/2 cup butter
- 1/2 cup granulated sugar
- 4 egg yolks
- 4 tablespoons milk
- 1/2 cup flour
- 1 teaspoon baking powder
- 1 teaspoon salt

Cream butter. Add sugar gradually and cream well together. Add egg yolks and beat well. Sift flour, baking powder and salt together. Add alternately with milk. Spread on two-inch layer cake tins buttered. Before baking, cover with meringue made of:

- 4 egg whites
- 1/2 teaspoon cream of tartar
- 1/2 cup fruit sugar
- 1 teaspoon vanilla

Add cream of tartar to egg whites and beat until stiff. Gradually add sugar and vanilla. Sprinkle meringue with chopped almonds if desired. Bake at 300 degrees F. for about 40 minutes. Remove from pans and put layers together. Crush fresh fruit, a cream pie filling or whipped cream may be used between layers.

### FAIRY DESSERT

- 6 egg whites
  - 1/2 teaspoon baking powder
  - 1 cup granulated or fruit sugar
- Beat egg whites until stiff. Sift baking powder with sugar and gradually beat into egg whites. Put mixture into two well buttered cake or pie tins and bake at 350 degrees F. for 15 to 20 minutes. Turn out. Put together with sliced fruit or whipped cream. Chill well in refrigerator before serving.

### CHOCOLATE ICE-BOX CAKE

- 11/2 ounces (1 1/2 squares) unsweetened chocolate
  - 1 cup cold water
  - 1/2 cup granulated sugar
  - 1/2 teaspoon salt
  - 5 egg yolks
  - 5 egg whites
  - Sponge cake
- Place in double boiler the chocolate, cold water and sugar. When melted add unbeaten egg yolks, one at a time, beating thoroughly into mixture. Cook until mixture is of custard consistency. Cool. Add salt to egg whites and beat until stiff. Fold into chocolate custard. Line pan or mould with small pieces of sponge cake. Add chocolate mixture and place in refrigerator to chill and set.

### RULES FOR SENDING CANDY OVERSEAS

Here is somebody's secret of how to prepare candy for soldiers overseas so that it will arrive soft and sweet instead of crumbly or hard as a stone.

Procure, if you can, lightweight tin boxes. We used to be able to buy biscuits in half-pound and one-pound tin boxes, and these were ideal. But the ordinary candy box serves very nicely. Line the box very carefully with oiled paper (butler paper, some people call it) being sure that the corners are well fitted and secured against the cracks or openings. Allow the paper to extend over the sides enough to act as a cover when fitted.

Cut with scissors plain marshmallows into very small pieces. Do not use toasted or coconut-tipped marshmallows. If scissors stick, dip them in flour or icing sugar.

## Hints on Fashions

### Chic Accessories



A smart suit complemented by the right accessories, according to the occasion, wins compliments for the wearer. Here are some necessities for general daytime wear. The white crepe blouse is pin-tucked from a high shoulder yoke. The square collar has a hand-embroidered monogram-centre front. The dark brown gabardine bag uses buttons of patent leather. The step-in-pump, most popular of all shoes, is of gabardine with patent. The walled last accentuates the contrast trim.

### TURKISH SHIPYARDS

To Be Built by Britain for £2,000,000

Britain's ally, Turkey, has entrusted to British engineering firms a £2,000,000 contract which will make Istanbul the most important shipping centre in the Eastern Mediterranean and Black Seas.

New shipyards for building and repairing will be erected at the Golden Horn, historic strategic bottle-neck providing the only outlet from the Black Sea to the oceans of the world.

Turkey's decision to build her own ships instead of buying or ordering them to be built abroad will be a severe blow to the German drive for trade in the Balkans. In recent years Turkey has ordered many vessels from German shipyards—one order alone was for 14 ships—and the new scheme will not only make her practically independent of other powers for shipbuilding, but it is also possible that some Eastern European states, such as Greece and Yugoslavia, will place with Turkey.

Turkey's expansion will completely overshadow her two Black Sea competitors, the Russian shipyards at Odessa and the Rumanian facilities at Constantza, and will give her the maritime domination of this important area both for repairing merchantmen or warships of practically any size, and for building new tonnage.

### WITH CANADIAN TROOPS OVERSEAS

Six representatives each of the Canadian Red Cross, the Salvation Army, the Knights of Columbus and the Y.M.C.A. are carried on active strength with Canadian troops overseas. They are charged with carrying on welfare activities of their organizations in co-operation with representatives of the Directorate of Auxiliary Services.



## Chronicles of Ginger Farm

Written Specially For The Acton Free Press GWENDOLINE F. CLARKE

I don't think I want many weeks like just work big decisions are too firing. You see it was this way, for some time like to buy a tractor. But of course you can't go out and buy a tractor like you would a sheep-harrow. It needs a little thought.

First of all we had to consider whether we needed a tractor at all—and if so, what kind. Secondly, would it be better to hire a tractor to come in and do the work for us rather than buy one. It was quite a problem and we found it wasn't much good asking advice because it would be just about the same as asking anyone the best way to cure a cold—with everyone having a different remedy. And so with tractors—some think a tractor is absolutely necessary to successful farming, others wouldn't have one on the place to save their lives. And the same thing happens when you ask which is the best kind to buy—'Don't buy a Blank tractor—they're too blamed hard to start!'

'You get a Blank tractor—it's the best of the market.' 'Blank tractors are easy on fuel, but hard on oil!'

'Get a small tractor, they're far handier on a farm.' You might as well get a big tractor while you're at it then you've got something. And so on and so forth—each of the above 'Blanks' representing a different make of machine.

As regards whether we need a tractor at all, there are four good reasons why we do. 1. Our horses are just about done—that is for steady hard work. 2. With only three horses on the farm, it is hardly possible for our boy to do much field work. 3. Son is just about crazy over tractors and with one of our own for him to run he may take a little interest in the farm—otherwise it won't hold him very long. (Not that we intend to hold our boy down to farming if he doesn't want to stay, but we would like him to stay home until he knows exactly what he wants to do, whether it's farming or flying). 4. There are two big fields of alfalfa which Partner says must be ploughed up this fall. If we put our horses in to do the job it would just about kill them. And last but not least, Partner is no longer able to work like he used to and we hope a tractor will make things easier for him.

Of course we had to size up the reasons against this big investment too. There was the initial cost to consider as well as running expenses. Then we had to think a little about what the future might hold in store for the farming industry. If the price of farm produce did not improve a little, could we possibly hope to run a tractor at all. However, one thing is certain, the longer the war continues, the harder it will be to get help—and in that case a tractor will be the best thing we could possibly have around.

Well, to cut a long story short—Partner bought a tractor—and was I glad. It bothers me to see Partner walking up and down, up and down the field, trudging along with feet that torture him at every step. Isn't it awful what a lot of people have foot trouble—and is there anything worse? But to-day it was Son I was watching as he went up and down the field on the tractor—and that was much better.

The tractor, by the way, is a reconditioned 'Blank Blank'—now doesn't that tell you a lot? But you know, I am not allowed to use trade names in this column. It is painted green and yellow and it burns fuel oil. It also makes an awful noise. How I loathe the hum of tractors! Their monotonous drone just about gives me the willies. And there are no less than five working around here—that is counting our own—and they each have a different hum. When they all get going together the noise is pretty near as bad as a swing orchestra.

Speaking of orchestras brings me around to the subject of the Halton Music Festival. That was another of my worries last week. I didn't want to miss the Festival, but there I was, in the middle of housecleaning. However, dust will keep but violets and music festivals won't. So I collected a few friends on Thursday and Friday and away we went. The youngsters certainly did splendidly—Public and High Schools, too. I certainly enjoyed it, although I must admit I should have enjoyed the singing better had there been cushions on the seats!

### TWO INTERPRETATIONS

'Daddy,' said his little daughter, as they watched an airplane, 'do you think they will ever get to heaven flying away up like that?'

## T.C.A. TELESCOPES TWO MONTH JOURNEY INTO FIFTEEN HOURS

For many years, the journey made by Sir George Simpson, famous Governor-in-Chief of the Hudson's Bay Company from Montreal to Edmonton, stood as a record in Canadian travel. On a trip around the world, 80 years ago, Sir George took two months to go from the metropolis to what is now the Alberta capital. To-day the planes of the Trans-Canada Air Lines make the journey in 15 hours.

The first leg of Sir George's trip from Montreal to Winnipeg (Port Garry, then) was by canoe. He had two canoes and about two dozen hardy Inuit voyagers who paddled 18 hours a day, at top speed, when they were not wading shallowly or portaging laboriously around impassible rapids. Following Champlain's old route, they went up the Ottawa River to Lake Nipissing and down the French to Georgian Bay, picked their way along the shore of Lake Superior to Port William, and worked out to Lake Winnipeg by a long series of rivers and lakes. From Port Garry, Simpson crossed the plains on horseback, his baggage following in slow, ox-powered Red River carts.

To-day T.C.A. passengers leave Montreal at 7:30 in the morning, or Toronto at 10:15. They are in Leithbridge at 8:15 that evening and in Edmonton at 10:45. The night plane takes off from Montreal at 8 o'clock and from Toronto at 10:45, reaching Edmonton shortly after noon the next day.

### 'MECHANICAL SHEEP-DOGS'

Which Pilot Ammunition to the Front Line

The motorcycle has become a definitely important item in Britain's war economy, not only on active service and on the home front, but in exports to help the country's foreign exchange.

As the position in regard to materials is clarified, markets like South America, India and South Africa, into which Germany had recently subsidized her way, are being tackled by the British industry.

Already one concern is sending machines overseas for police and messenger work, patrol duties on pipe lines, and a variety of municipal and military activities. In the British Isles thirty police constables now use motorcycles.

On the 'home front' of the war there is a very wide range of types running on A.R.P. work, and for women's services, naval depots and air defence.

On active service the motorcycle is being more extensively used than ever before, not only by despatch carriers and military police but to pilot lorry drivers from their ammunition posts forward to the points where ammunition is required. Drivers find that they can easily follow a motorcycleist, who is to them a kind of mechanical sheep dog showing his flock the way it should go.

### WALKING A TALKING POINT

The time when a Canadian citizen, really appreciates the comforts of home—the easy chair, a radio program, an appetizing snack—is on his arrival back from a long walk. No other exercise exceeds this ancient form of physical endeavor in creating weariness.

The modern army has been mechanized; troops may be rushed from one point to another in trucks. But the Canadian soldier every day works and walks and walks. When his working day is done no matter how physically fit he may be, he is ready to relax to enjoy comfortable surroundings. And that's one of many reasons why he and his comrades in armies flock to Y.M.C.A. centres in the evening. There they may rest weary bones on luxurious chesterfield suites, get the sort of food which even the best of army cooks cannot provide and enjoy all the mental diversions which Y.M.C.A. programs offer.

Many stay-at-home who drives down to the office and back every day in a comfortable motor car will add a little more to his contribution toward the Y.M.C.A. War Service Funds when he considers this homely, but highly important thought.

### Y TEA-CAR WARMS HEART AND TUMMY

Writing from Aldershot, Allen Bill has the following to say in a story released by the Hamilton Spectator: 'These Y.M.C.A. Mobile Tea-cars looted around the area taking steaming cups of tea and biscuits to the troops. On cold days on the ranges or where the men are far from the cook house or some training operation, the appearance of one of these cars warms both the heart and tummy of Canada's Tommy Atkins. 'It is things like this among the other services supplied to the soldiers, that make the Y.M.C.A. an important factor for Canada's fighting forces. It is meeting the needs of men living under army conditions and supplies the vital human essentials of life which, under the circumstances, the army itself cannot provide.'

### NOT WITHOUT HOPE

Let he be considered dogmatic and unduly stern, the parson had a way of qualifying his pulpit utterances. 'My brethren,' he said, reaching the climax of his morning discourse, 'if you do not repent, so to speak and believe the Word, as it were, you'll be lost in a measure.'

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