

INDIVIDUAL

But God has made no faces, two alike. How lovely that He used no common mould; Each face in some way is all its own, And God, alone, the Pattern's secret holds.

Likewise, our minds are ever different too, Delightful freshness that we daily meet, Ah, what a crushing tragedy to find The self-same mind along life's every street.

Why, then, do some men say the spirit's growth Must form and shape itself from the common mould? The God who gave me face and mind my own Will let my spirit grow from its own mould.

TWENTY YEARS AGO

From the Issue of The Free Press of Thursday, February 10th, 1916

Potatoes have jumped up to \$2.00 a bag this week and prospects are that they will still advance.

Mr. Will Stuckey, son of Mr. and Mrs. W. J. Stuckey, has enlisted with the 164th Battalion at Grand Valley.

Mr. T. D. Henderson, of Beachville, son of Mr. D. Henderson, M. P., has enlisted.

Edwin Perryman, son of Mr. and Mrs. Thomas Perryman, formerly of Acton, is with the 2nd Canadian Pioneer Battalion, now in training at Haeley Down Camp, Winchester, Eng.

The Acton Patriotic Subscription Fund has been most satisfactorily paid up. Of the \$5,762.15 subscribed \$5,330 has been paid to Mr. F. A. MacLean, Treasurer.

A two-day stock judging course will be held at Beardmore's Stock Farm, on the 15th and 16th.

What is believed to have been an incendiary fire started in the Commons Reading Room of the Parliament Buildings at Ottawa on Thursday night, while the House was in session, and six persons were burned to death.

Mr. Nelson Lambert and family, who recently purchased a farm in Erasmos, will remove to their new home this week.

Mrs. B. Speight, Secretary of the Acton Red Cross Society, has had many letters of thanks from our boys who received the Christmas parcels sent them through the Society.

Letters have been received from the following: Bugler John L. Moore, Lieut. W. G. O. Kenney, Pte. A. L. Wright, Pte. R. Singleton, Pte. Augustus Large and Pte. W. H. Ward, Bandsman R. J. Hynds, Pte. G. Green, Sergt. H. S. Hardwood, Sergt. W. J. Gould, Pte. James Robertson.

DIED HUSBAND—At Sault Ste. Marie, on January 25th, 1916, Sarah Elizabeth Burton, wife of William E. Husband, aged 70 years.

Persian Balm invests every woman with subtle charm. Delicately fragrant. Cooling and healing. Disperses all roughness or chafing. Makes skins delightfully soft-textured. Every woman should use this priceless toilet requisite. Daintiness—beauty—refinement—Persian Balm achieves these in every instance. Softens and whitens the hands. Promotes clear and youthful loveliness. All women who care for additional charm unhesitatingly choose Persian Balm.

DRINK AND ACCIDENTS During the summer the British Ministry of Transport sent out 13,000,000 copies of a new highway code. Part of this was based on the findings of a group of 15 medical men appointed at the request of the Ministry of Transport by the British Medical Association to consider the effects on driving of small doses of alcohol. On the first page of the pamphlet is found this new rule:

"Before using the road be sure that your alertness or sense of caution is not affected by alcohol or fatigue. A fraction of a second may make all the difference in avoiding an accident. If you cannot give the necessary concentration you are risking not only your own life but the lives of others."

Numerous experimental tests were made by the committee of experts and their conclusion was that no driver should consume even a small quantity of liquor when about to drive; amounts considered non-intoxicating and even negligible by many have a serious effect on the driving capacity of the motorist.

"They diminish attention and control. 2. Reasoning and judgment are affected adversely. 3. They give rise to a confidence in his skill wholly unwarranted by the condition of the driver."

It is evident from their action that the highway authorities of the British government regard liquor as a substantial factor in the terrible slaughter on British roads and that the government feels no restraint in calling the attention of the public to the fact. Despite the fact that the "culler" takes revenue from the trade it leaves its ministry free to take what action they deem best.

It is notable that while our government and transport authorities of Ontario are making a strenuous outcry against carelessness in driving, they have been very slow to recognize and to inform the public that the liquor which the government sells inevitably increases the carelessness of drivers and is a prime cause in a considerable proportion of the accidents which entail heavy loss of life and much property damage.

What islands produce the best singers? The Canaries.

Chronicles of Ginger Farm

Written Specially for Acton Free Press GWENDOLINE P. CLARKE

My thoughts this week are all jumbled up with snow-blocked roads, taxes, snow-ploughs, modern methods of house-keeping, and moon-fed farm people. So now, before anyone sets up a howl at the last named thought, allow me to elucidate.

We have had several weeks of real cold weather—you know that don't you? And roads everywhere have been badly frozen in. Snow ploughs have been pushing their way up and down county roads, clearing the way for traffic as fast as it was humanly possible.

Truck drivers, agents, doctors and persons whose business necessitates travelling by car, have been decidedly thankful that travelling has been made easy for them by the county snow plough system. People living on side roads have not been quite so happy about it.

The snow plough does not clear their roads and if they would use their cars they must shovel their own way out. Why then they shlep milk, the milk truck, of course can't get in, so the shipper must take his milk to a given point on the highway or county road.

Later in the day, Mrs. Farmer realizes she must have bread, and of course the baker can't get through with his deliveries. Perhaps she wants to make a cake and finds herself out of sugar.

One of the boys runs over to borrow some from Mrs. Neighbor, who, incidentally, is down to her last pound of butter. Marie has a dreadful cold, after being used to going to High School in a car, the unwanted exposure of driving in a sutter is more than she can stand.

John has a pain in his side, and John's mother worries terribly in case it should turn to appendicitis and perhaps the doctor might not be able to get there quick enough, through the snow-filled roads.

And so it goes on. People everywhere find themselves more inconvenienced every day. Some of them start agitating for side roads to be opened up—forgetting that operating a snow plough is an expensive business. I would say it would be just fine for all the roads to be opened up—if everyone is prepared to pay higher taxes—but that is generally a hoarse of another color. I couldn't help laughing the other day when Partner came in and said—"There goes another mill on the taxes—the snow plough has been past four times to-day!"

And, after all is said and done, why has this spell of old-fashioned winter weather inconvenienced people so much? Isn't it because of our own unpreparedness?

For the last few years we have become so used to practically open winters and decidedly easy travelling. We have bakers' trucks delivering bread in many districts several times a week. Meat we can get, too, if we want it. The old churn has been shoved away into a dark corner of the cellar because milk shippers would rather buy butter than make it, and since someone is going to wash two or three times a week, groceries are just bought in small quantities, or as they are needed.

And so, after a few days of a real old-fashioned winter, people somehow get the feeling that they are being ill used, suffering a hardship, and they begin to think something should be done about it!

But what, after all, constitutes a hardship? Isn't it doing something for which we are totally unprepared—something like carving a joint of meat with a blunt dinner knife after having been used to the keen edge of a carving knife.

Back in the old days—not so very far back, either—farmers drove their stock to the nearest station for shipping. Milk and cream was also taken to the station. Flour was bought by the hundred-pound bag, sugar by the barrel. Butter and bread was made at home and there was always home-cured meat. Thus, had any this spell of old-fashioned winter, we are not making very much difference because farmers' wives had supplies on hand for weeks at a time—and—thought nothing of driving with team and sleigh to wherever they wanted to go. Now, in our spoon fed age, few of us want to go anywhere unless we can ride in a car. In fact, we have become so used to travelling in comfort that when Old Man Winter comes along and fills up lanes, roads and ditches we stand around bewildered and wonder what to do about it. Bewildered—because we have lost our independence!

Where once we were self-sufficient, we are now practically helpless and the best we can do is to look to our county and township councils to maintain that standard of winter comfort to which we have now become accustomed—in fact, a standard to which we are beginning to feel we are entitled, but which also is a standard which is obviously incongruous with our Canadian winters.

Yes, in theory I do think we should all be able to paddle our own canoe—or drive a team to a night—but, oh, isn't it a grand and glorious feeling to roll along in a comfortably heated car, instead?

EFFICIENT Mistress: "Why are you cleaning the inside of the window but not the outside?" Maid: "Please, mum, so that you can look out, but the people outside can't see in!"

"I neither believe nor disbelieve, I accept God."—Harold Bell Wright.

VEGETABLE PLATES ARE POPULAR

By Barbara B. Brooks

Nearly everyone knows some person whom he considers the best cook in the world. It may be a mother, a chef, a wife or a best girl. In my case it is—of all things—a teacher of home economics. This woman is absolute proof that a dietitian can cook not only the recipes so often attributed to the members of this profession, but the good everyday foods as well. One of her hobbies is the vegetable plate or platter and her advice is to vary the methods of cooking as well as the vegetables. Serve something boiled, something baked, something fried and something creamed. This insures variety of color, texture and flavor and will suit every taste.

The vegetable combinations are endless and range from the ones which are simple and easy to those which require time and patience to prepare. Vegetables are cooked separately and arranged on a platter or plunk. Often eggs or cheese are used to balance this type of meal and sometimes green peppers, onions or tomatoes are stuffed with a highly seasoned mixture and topped with grated cheese. The platter may be served from the kitchen rather than from the dining table.

Here are some suggestions for both luncheon and dinner combinations, the latter being heavier and sometimes including a small amount of meat. In the centre of a plate put a small mound of savory rice and around the base arrange sliced, cooked, buttered carrots. Complete the plate with grilled slices of tomatoes, raw celery hearts and steamed spinach with lemon to give a pleasing color arrangement and contrast in flavors and textures.

Savory rice is made by lightly browning cooked rice in onion and fat and adding chopped green pepper and plums. Press into a custard cup, turn out and serve with cheese sauce. Prepare the carrots by scrubbing and slicing, then boiling in a little water as possible. Dress them with butter, salt and pepper. The tomato slices may be seasoned and broiled or dipped in fine corn flake crumbs and baked in a well oiled pan, set in a hot oven. This combination is heavy enough for dinner if served with a hot bread of some kind. Bran muffins are good and it is easy to stir them up and bake them, especially if you are using the oven for the tomatoes.

A plate suitable for luncheon may be a baked half of an acorn squash. French fried potatoes, cabbage and beet salad and buttered onions. Bacon corn bread is good with this combination.

There are numerous plates dominated by curry powder. Curried eggs, a peeled banana sliced rice and a relish made from ground apples, onion and green pepper form an unusual menu for the person a little daring in food experiments.

DRAN MUFFINS 2 tablespoons shortening 1/2 cup sugar 1 egg (well beaten) 3/4 cup sour milk 1 cup all-bran 1 cup flour 1 teaspoon baking powder 1/2 teaspoon soda 1/2 teaspoon salt Cream the shortening and sugar, add egg and sour milk. Add bran and let soak until the mixture is taken up. Sift flour with baking powder, soda and salt and add to first mixture, stirring only until flour disappears. Fill greased muffin tins two-thirds full and bake in a moderate oven (400 degrees F.) for 20 to 25 minutes.

Note: If sweet milk is used instead of sour milk, omit the 1/2 teaspoon of soda and use 2 1/2 teaspoons baking powder, and allow the bran to soak for at least 10 minutes.

BRAN BACON CORN BREAD 1 egg (slightly beaten) 1/2 cup sugar 1/2 cup bran 1 cup cornmeal 1 cup milk 1/2 teaspoon salt 1 teaspoon baking powder 1/2 pound diced bacon Combine egg and sugar thoroughly. Add bran, cornmeal and milk. Sift dry ingredients—omit salt—and mix. Pour into greased pan. Sprinkle bacon over top. Bake for about 20 minutes in a moderate oven (400 degrees F.) Brown the crust and crisp the bacon by placing the bread under the broiler for a few minutes.

Yield: 1 pan 9 inches square. The batter may be baked as corn sticks or spread in a thin layer and cut into finger lengths.

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What islands produce the best singers? The Canaries.

SLATS' DIARY

By OLIVER N. WARREN

Sunday: This a. m. as I was making ready to go to S. S. after sum religen which Uncle Ben rimarked I can use a lot of Ma give my ears a very complete washen & sed now get yere ear muffers. Why so, sed I. Dont you want me to hero or dident you get them elene.

Monday: Peroy Pyle are town's young man that made good in Holly Wood & got married is back vacationing. He cumt evry yr. about now. Ike Tubbs aut Joe Hix did Pere fetch his wife on his return & Joe sed yes and she was 3 mately jarty dames lo.

Tuesday: Jake has allus bin as dum as he rood possibly he but hese gotten dumber. Last nite he told ut supper tabel that hese got fur enuff a long in spellen to be studyn words of 6 & 8 allinders.

Wednesday: The yung ladle proof reader on the newspaper wheret Pa works at is purty wise I Xpect. Emv how a feller out in the county whose bin courten her writ her a perposal & she told Pa she markt 23 evens in it, & the writ I cudent be markt at all. She sed.

Thursday: Pa all mast rased a row at supper tonite. I Xpect. He sed hes edittor of the newspaper sed he never taken his troubles home from the offfis & pa sed he replide I dont neether. Mine is there when I arrive. Ma gives him a look that I woodent say was so sweet.

Friday: Blisters is 1 up on the teacher. She ut him how many sense did he have. He thot a wife & replide & sed T. Teecher sed she had only 5, seen, hearen, feelen, tasten & smellen. Well youre short common and horse sed Blisters.

Saturday: No skool to day, & confidencially I feel like a Canary Bird out of water, or a fish, or sum thing. No grass, even to mop.

IMPORTANT

It was a very ordinary sort of fellow who got suddenly rich by striking oil, and was always trying to impress those with whom he came in contact with his great importance.

One day he rushed into the railway station, laid a \$20 bill down on the ticket seller's window, and said: "Gimme a ticket."

"Where to?" asked the ticket agent. "Anywhere. It doesnt make no difference," said the newly-rich man, "I got business all over."

SOME SALUTATION!

Minister (in awkward pause following ceremony)—Well, young man, salute the bride. Groom (shaking her hand)—I congratulate you.

ICY ROADWAYS REQUIRE SPECIAL CARE AND ATTENTION

Drive Slowly and Keep the Car in Gear When slight storms and sudden freeze-ups transform the road-surface into a skating rink the motorist faces one of his gravest hazards. Few ordinary municipalities as yet are making any wide use of abrasives to reduce the danger of ice-coated surfaces and only special care and attention on the part of the motorist will prevent denied fenders, smashed wheels and serious accidents when driving on ungraded icy surfaces.

If you are a winter motorist a close observance of some of the fundamental rules for safe-driving under these conditions will go a long way to keep you out of hospital.

The first warning to motorists is always the same—"Drive slowly." Nothing that follows will be of any use if this first rule is disregarded. Keep it in mind, adhere to it and if you do chance to be involved in a minor mishap you should never be responsible for any serious accident.

When driving on icy pavements it is well to forget the clutch! At all times the car should be kept in gear and if, obeying the first rule the motorist will have no difficulty in changing into low gear for slowing down. Free-wheeling should not be used when driving on slippery surfaces and even when braking the gears should not be disengaged until the car has practically stopped.

Great care should be taken when using the brakes. Present day brakes are so severe and act so quickly that they tend to start skidding. Apply the brakes gently. Easing them off and on will bring better results than one severe pull. When possible, however, it is better to use the gears rather than the brakes for slowing down.

Skidding is so often encountered on slippery surfaces that it is almost impossible to "avoid" this danger. Three fundamental rules for skidding will offset a good deal of the danger of this most disturbing of car antics. Under no circumstances use the brakes.—Keep the car in gear. Turn toward the skid. That is, if in a left skid turn the front wheels left, in a right skid, turn the front wheels right.

For starting in slippery weather it is better to use second gear. Let the gas in slowly.

On all but the most gradual slopes second gear should be used both for ascending and descending. On the steeper slopes use low gear. The brakes should not be used to slow the car down when descending a hill. Let the engine slow the car down.

Equipment is a very important factor for safe winter driving. Most motorists use chains in the winter time but in districts where the snowfall is light many have found it possible to carry on without them.

Second only in importance to slow driving as a safety factor are tires. They

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Send in a label on the front of a carton from any product of The Canada Starch Co., Limited marked with your name and address and the picture you want (one picture for each label), and your choice of the following pictures, mounted ready for framing, will be sent to you.

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TIME TABLES

CANADIAN NATIONAL RAILWAYS

Table with columns for routes (AT ACTON, Gaiting East, Gaiting West) and times for various services (Daily, except Sunday, Sunday only).

ARROW BUS SCHEDULE

LEAVE WESTBOUND 9:45 a. m. — 11:45 a. m. (except Saturday) — 2:15 p. m. — 3:15 p. m. (Saturday only) — 5:15 p. m. — 7:15 p. m. — 11:15 p. m. 1:05 a. m. Saturdays, Sundays and Holidays

LEAVE EASTBOUND 7:00 a. m. (daily, except Sunday) — 9:10 a. m. — 12:45 p. m. — 4:30 p. m. — 6:45 p. m. — 9:00 p. m.

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