

Tea at its Best "SALADA" TEA

Even on Warm Days
Soup will Taste Good

Hot Soups Included on Menu for Early September Luncheon. Even if the weather is warm a Hot Soup Bouillon or Chowder may be Popular.



(By Edith M. Barber)

For next week's menu I am tempted to include hot soups for luncheon. Even if the weather is warm, a hot soup, bouillon or chowder does taste good occasionally.

- Sunday—Breakfast**
Sliced Peaches
Ready-to-Eat Cereal
Eggs Broilche Coffee
- Dinner**
Roast Lamb, Mint Sauce
Potato Balls Spinach
Broccoli With Hollandaise
Vanilla Ice-Cream With Chocolate Sauce
- Supper**
Sponge Cake
Clam Chowder
Crackers
Tomatoes Stuffed With Vegetable Salad
- Monday—Breakfast**
Orange Juice
Hot Cereal With Dates
Coffee Toast Bacon
- Luncheon**
Toasted Cheese
Lettuce With Spicy Dressing
Fried Peaches Tea
- Dinner**
Lamb and Vegetable Casserole
Cucumber and Radish Salad
Huckleberry Cake

- Tuesday—Breakfast**
Melons
Ready-to-Eat Cereal
Poached Eggs Coffee Toast
- Luncheon**
Corn and Celery Chowder
Melba Toast
French Toast Honey Tea
- Dinner**
Broiled Ham
Grilled Sweet Potatoes String Beans
Sliced Raw Carrots
Apple Pie
- Wednesday—Breakfast**
Berries
Cooked Cereal Bran Muffins Coffee
- Luncheon**
Omelet
Potato and Cucumber Salad
Bacon Sandwiches
Tea Cookies
- Dinner**
Noodle Rings Filled With Creamed Lobster
Buttered Squash
Celery Young Onions
Fudge Shortcake
- Thursday—Breakfast**
Orange Juice
Ready-to-Eat Cereal
Bacon Toasted English Muffins Coffee
- Luncheon**
Tomato Soup
Grilled Sardines
Toasted Rolls Raspberry Jam Tea
- Dinner**
Veal Paprika
Boiled Rice Fresh Peas
Romaine Salad
Fruit Ice-Cream Cookies
- Friday—Breakfast**
Sliced Peaches
Hot Cereal
Shirred Eggs Coffee Toast
- Luncheon**
Salmon Salad
Cucumber Sandwiches
Toasted Crackers Cheese Jelly
- Dinner**
Broiled Fish, Tartar Sauce
French Fried Potatoes Lima Beans
Lettuce Salad
Blackberry Pie
- Saturday—Breakfast**
Sliced Bananas
Ready-to-Eat Cereal
Popovers Coffee Bacon

- Luncheon**
Peppers Stuffed With Rice
Apple and Celery Salad
Corn Muffins Peach Conserve
 - Dinner**
Broiled Steak
Potatoes au Gratin
String Beans and Celery
Cream Puffs With Caramel Sauce
Vanilla Parfait
- 2 teaspoons gelatin
1 cup milk
1/2 cup powdered sugar
Salt
1 cup cream
1 1/2 teaspoons vanilla.
2 egg whites
Soak gelatin in a little milk and let stand five minutes. Heat remainder of milk and pour over the gelatin. Add sugar, salt; stir until dissolved and set aside to chill. Whip cream and add vanilla. When gelatin mixture has thickened slightly fold in the whipped cream and beaten egg whites. Turn into freezing trays and freeze from two to three hours. Fill two pint trays. Preparation time, ten minutes.
Variation: For fruit parfait substitute 1 cup sweetened crushed fruit for half cup milk.

- Raspberry Cake**
1 cup sugar
1 tablespoon butter
1 egg
1 cup milk
3 cups all purpose flour, or 3 1/2 cups cake flour
3 teaspoons baking powder
3 cups berries
Light grating of nutmeg
Stir butter and sugar together. Break eggs upon this, then add milk, next, flour in which the baking powder and nutmeg have been mixed. Beat quickly and vigorously and then stir in berries gently. Bake in shallow tin in rather hot oven (400 degrees Fahrenheit) about 35 minutes. Sauce for hot dessert:
2 eggs
1/2 cup confectioner's sugar
Beat whites of eggs stiff; stir in sugar slowly, then stir in the beaten yolks. Flavour with vanilla.
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Motoring in Past and Present in Canada

Pioneer Motorist had Equipment to Make Car "Horse Drawn." Other Interesting Items in Motoring's Story.

It is always interesting for one who is experimenting with things of the future to delve into the past and see the progress that has been made, writes W. E. McGraw, chief engineer, Chrysler Corporation of Canada Limited, in a review of automobile progress since its beginning in Canada.

An opportunity to do this is given by an article appearing in a Canadian magazine dated August, 1903. Replete with pictures it gives a vivid description of motoring in the early days which astonishes the reader when he thinks of the advancements made since then.

At that time there were electric, steam and gasoline cars on the road, all trying to replace the horse. Often it was necessary to start out with a car and come back with a horse; a difficulty

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which one eccentric Canadian tried to meet, so the article describes, by building a whistle-tree on the front of his car and carrying along a set of harness. Only death prevented this individual from putting a ring on the rear of his car too so he could tow the horse out and be ready for a breakdown when the horse would tow him in.

Motoring in those days was very uncertain but even with the hazards of flat tires, breakdowns, balking horses and running out of gasoline, it had its joys, described thus: "the swift, smooth skimming sensation, the delightful freshness of the never-failing breeze, the fascination of smoothly turned corners, and even the accompaniment played by the chug-chug of the gasoline car, combine to make automobiling a recreation inferior to none and comparable to few."

By 1903 varied uses had already been made of the automobile in France; an oil train was running in France; an automobile mail service had been organized in Italy; in Chicago a street car franchise had been granted to an automobile company as an experiment; in England they were using automobiles to haul coal to the railway stations.

The first automobile owner in Canada was said to be a resident of Hamilton. Sir William Mulock was the first pioneer of gasoline machines built in Canada. He ordered six motor tricycles and quadricycles for the use of the Post Office Department and "soon the streets of Toronto were fringed with the chugging of these little red machines"

The unique methods used to sell automobiles in those days are described in the article. "One agent used to show a hole in a three-inch plank wall the machine had made in a collision He would say admiringly, 'Look at that now! She wouldn't have done that if she hadn't been strong!'"

The attractiveness of the motor car as a form of recreation was not only stressed but the fact that it "ate only on working days" was pointed out. Finally, when the motor car could go faster than a horse when the road is clear, as slow when necessary, occupied less space and was under better control, the ultimate triumph of the automobile was predicted.

The automobile is an evolution from the stationary steam-engine, the self-propelled steam locomotive, the electric car and the bicycle. Finally in 1885 the high-speed gas or mineral spirit engine was patented and applied to self-driven launches and vehicles. Since then it has passed through a continuous process of research and development until it is the perfected mechanism we now know today.

The part which engineering research has played in this rapid development is emphasized by this brief quotation from the 1903 article: "at first, the public was uncertain as to the best type of car for this country, and it was natural that manufacturers should wait until this matter is settled."

Had not manufacturers changed their methods and developed aggressive research and engineering departments automobile development in this country would have been considerably slower. Manufacturers do not wait now for automobile owners to settle their problems and improve their driving conditions before making cars. They have established research and engineering departments to look for problems and solve them. The consumer does the experimenting no longer.

Problems as they were shown when this article was published are non-existent today. Pioneering difficulties have been overcome and development work now is concerned with the refinement of automobile parts, the use of new metals and alloys, the design of the body and other sections of the car, etc. Reliability and performance of the automobile have now given way to comfort of passengers as the primary consideration of the engineer.

At one time people would first choose the design of their car from artist's drawings, then the parts would be gathered together and assembled into the finished automobile. Now, with the introduction of annual models, the design is the result of a gradual change from the previous year along lines which the public has already indicated it favours. Parts are built to the minute specifications of the engineering department and are standardized so that the lowest priced car can give as efficient operation as its higher priced contemporary. These changes and production organized as it now is, put the automobile within the reach of today's millions of owners.

The great automobile developments of recent years have given the industry its second wind so one might say. With cars that would perform reliably and that were satisfactory from the consumer's standpoint, the industry set about to stimulate the joys of motoring and increase the uses of the motor car. The result has been the introduction of many far-reaching changes.

For example, there is the present-day use of rubber on an automobile. At least 201 pounds of rubber are used on

each Chrysler-made car. It is used for rubber-cored bushings, insulation, for Floating Power engine mountings, and dozens of others things in addition to the tires to which it was confined years ago.

Braking systems have been the subject of great experimentation, having first developed from two-wheel to four-wheel brakes, and soon another revolution will be completed if the rapid change to hydraulic brakes, pioneered on Chrysler-built cars, continues.

Steels, metals, and alloys have found great favour among automobile manufacturers and the unexcelled performance of our cars today is the product in many ways of the laboratory and electric furnace. Aluminum alloy pistons, copper-lead bearings, valve seat inserts, springs of "mola" steel, cast iron brake drums, etc., contribute a great deal to the satisfactory and pleasing performance of the motor car.

The factor of safety has guided the engineer in his specifications. The same que non in this respect is the all-steel body. The shatterproof glass, hydraulic brakes and easy steering are all important.

The refinement of parts is one chapter in the engineer's story. The addition of new parts is another. After thorough testing and convincing proof that they would improve the operation of the car, oil filters, air cleaners, automatic chokes, sway eliminators, bearings throughout the car, and many other features have been added.



That Body of Hours

By James W. Barton, M.D., Toronto
Occupational Therapy—Useful Work
In Treatment of Mental Cases

The report of the London county council on mental hospitals and on mental deficiency (mental defectives) states while the population of the central part of the city is decreasing owing to the fact that people are moving to the outer part, there is every indication that the number of mental patients in the central part will increase for some years. This is explained by the fact that the ones moving from the central part are largely young persons, which produces an increase in the average age of the remaining population. Hence there is an increasing proportion of persons suffering with a decay of their mental processes.

Some important remarks are made in the report on occupational therapy, which, as you know, is another word for occupation or work. This is now recognized as of great help in curing mental cases.

"Not until a few years ago was there any organized attempt to encourage the patients to occupy themselves in the domestic work of the hospital, in farm work, or in workshops. Recognition of the value of such occupation has led to the appointment in each of the large hospitals of a woman occupations officer and of a male officer. It has been found that occupational therapy (method of treatment) is a valuable aid in the difficult task of awakening interest in patients who are always thinking about themselves, and also listless patients, and may lead to a mental improvement of which there were no previous signs."

You can readily see that if an individual who is looking inward all the time or one who isn't interested in anything, can become interested in doing some useful work he not only gets the feeling that he is of use, that he is doing some real work, but during the hours that he is working he forgets about himself and his mind is in a constructive rather than a destructive mood.

One of the most helpful methods of preventing borderline cases from becoming patients in mental hospitals is the establishment of occupational therapy centres in ordinary residential houses. Patients go of their own accord to these houses and spend a few hours daily under competent instructors who teach them various occupations. The use of hands and brain in doing useful work re-establishes these patients in their own eyes, and lessens the number entering mental hospitals.

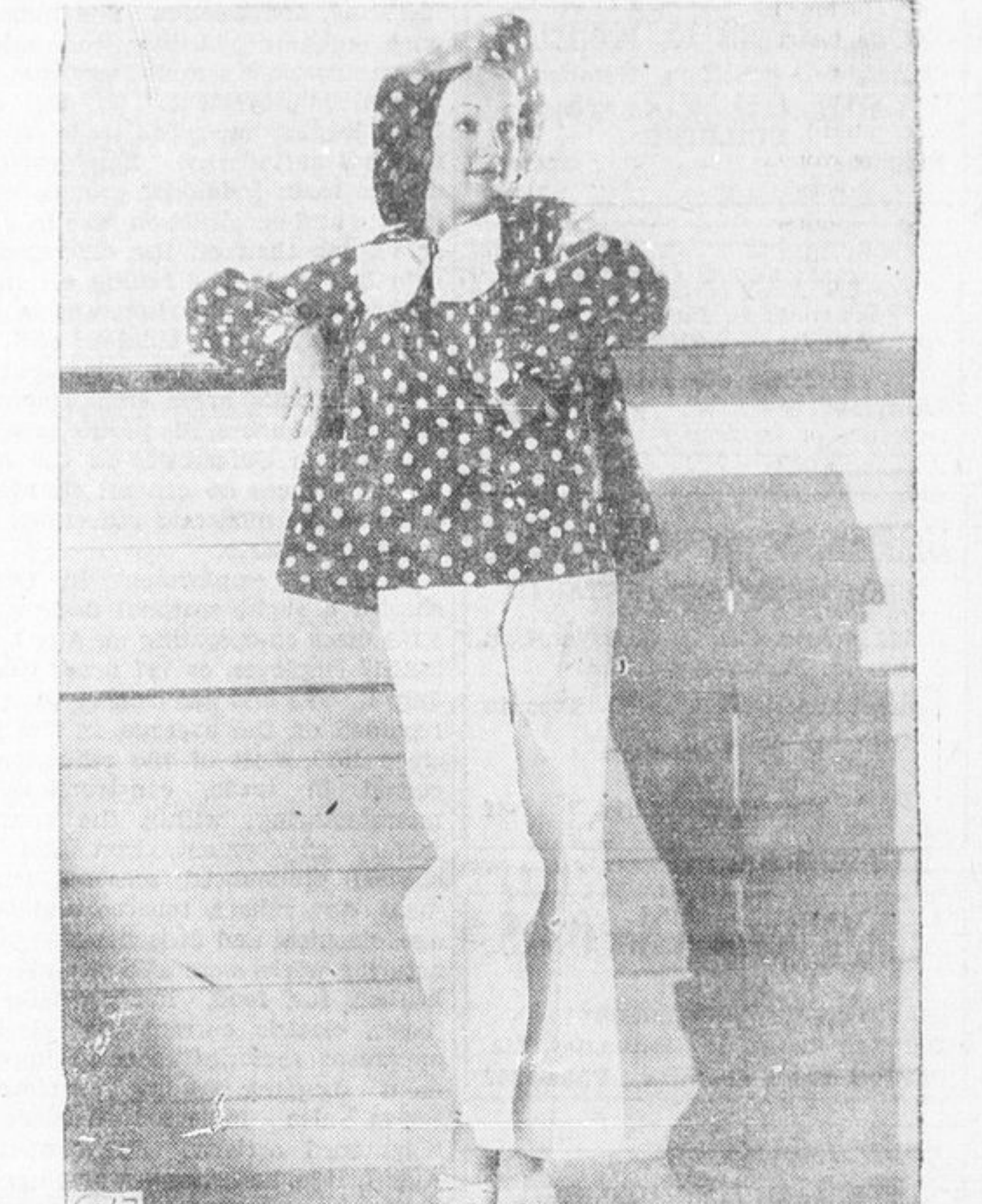
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START YOUR DAY THE BEE HIVE WAY

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BE BEAUTIFUL

By ELSIE PIERCE
FAMOUS BEAUTY EXPERT



BETTY GRABLE wears an interesting and amusing "play suit." The hat and smart smock blouse are of polka dot linen. The double bow tie, slacks and open toe sandals are white. The large hat is an excellent preventive for freckles.

FRECKLES ARE EASILY AVOIDED

Just about this time of the year the freckle brigade begins wailing "what to do." And the wailing usually increases with the freckle as the summer wears on, because the answer to the "what to do" prayer is the old reliable ounce of prevention theory. And I never did know woman to take that seriously, did you? Perhaps there isn't much romance or glamour to it, but what a world of beauty!

Anyway, back to freckles. If more women would realize that freckles are part and parcel of the skin itself, fewer would attempt to remove them. You see, freckles aren't raised above the surface of the skin like eruptions, they don't grow on top but are right in the skin—an irregular formation of the colour pigment of the skin, that's what freckles are.

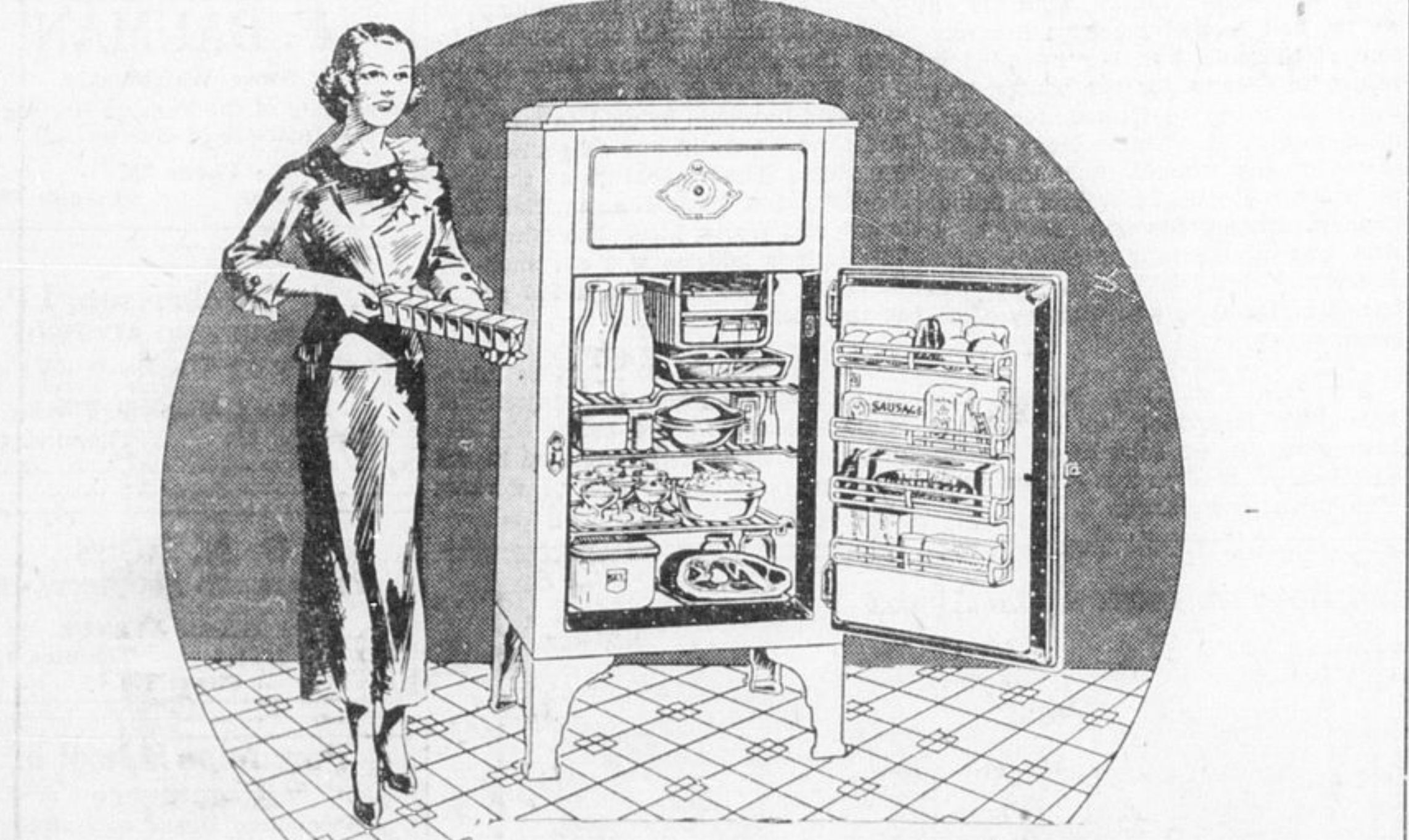
How can I remove freckles? Is there anything I can use to rid my skin of these freckles? The beauty business people hear these queries every day. It is a very difficult and often dangerous practice to attempt to remove freckles. Some mild and harmless bleaches may tend to dim the freckles, lighten them in colour and make them less perceptible. But anything strong enough to actually bleach them out completely may endanger and even destroy the surrounding area of the skin and prove mighty injurious. Many so-called freckle removers contain mer-

curyman to use. A great many skins become painfully irritated by mercury. Often Exaggerated

The very large, dark freckles are, I'll admit, not entirely good to look at. But a little sprinkling of freckles at the bridge of the nose often tends to lend interest to the face, makes for individuality, adds a piquant expression. This matter of freckles is often exaggerated. However, to those who have a really more than good for them share of freckles the best advice I can give is: wear large-brimmed hats in the sun, use sunshades, large umbrellas, and protective cream and powder. In fact, keep out of the sun as much as possible. That's the best way to prevent the formation of further freckles. Old Sol is a trickster. So far as you're concerned, he makes the freckles multiply fast and furiously the minute he beams on them.

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