

THE WOMAN'S PAGE

Hints for the Home

by Nancy Hart

LEMON JELLY

Two tablespoons granulated gelatin, one-half cup cold water, two to two and one-half cups boiling water, one cup sugar, one-half cup lemon juice, rind one lemon. Soak gelatin twenty minutes in cold water, then dissolve in boiling water. Add sugar, the lemon juice and rind; strain into a mold and chill. Beating the lemon jelly while it is jelly-like with an egg beater will make it white and fluffy. Orange, raspberry or other fruit jelly may be made in the same way, using one-half cup of the fruit juice with lemon juice to taste.

A delicious lemon meringue pie—well, is there anything more delicious. Here is a good one:

LEMON PIE

Three-quarters cup sugar, three-quarters cup boiling corn starch, one tablespoon flour, two egg yolks, three tablespoons lemon juice, grated rind of one lemon, one and one-half teaspoons butter. Mix dry ingredients, add boiling water. Stir constantly, cooking two minutes, then add butter, egg yolk, juice and rind of lemon. Line pie plate with crust, turn in mixture which has been slightly cooled and bake pastry until brown. Cool a bit and cover with meringue.

MERINGUE

Two egg whites, two tablespoons powdered sugar, one-half tablespoon vanilla. Beat whites until stiff, and sugar slowly, continue beating, add flavoring and spread with silver knife evenly. Bake fifteen minutes in slow oven.

LEMON SPONGE

Mix the juice of four lemons with a cup of sugar and two cups of water. Cook in a double boiler, with the well-beaten yolks of four eggs. Cook until smooth and thick, stirring constantly, take from the fire add half a package of gelatin which has been soaked and dissolved, and when cool, but not set, fold in the stiffly beaten whites of the egg. Mould and chill. Serve with boiled custard or with sugar and cream.

Lemon tarts, too, are good, especially for one of the crisper Fall days.

Known as the "Guardian of Ships"



Mrs. Anna E. Keyser, executive assistant to the Federal Chief Inspector of ships and boilers. Knows ship construction from stem to stern. The model steamship boiler on the table is her mascot.

VERY LATESTS

By MARY MARSHALL

Blue green and brown are the popular shades this autumn. There are navy blue, "darker than navy," and a tone a little brighter than navy for street wear with pale shades for evening. Very dark, as



well as bright tones of green for the street with jade, pastel tones and olive green are chosen for dresses. Browns for street wear are all of a rich rusty tone while for evening there is a new cinnamon tone that has already come into importance.

Black and white, navy and white, wine red with cream, introduced by way of lace, green and white—these are among two-colored combinations that are especially important.

Pink enters into a number of the three-color combinations chosen for evening. Patou pink, light blue and white; yellow, green and pink on a white background; rose, white and green; rose, gray and cream; rose and green on black; peach, green and red are all seen in the new dresses.

The smart combination of pink brown and rose is shown in this sports dress of pink jersey with brown and rose is shown in this sports dress of pink jersey with brown and rose jersey appliques.

Uniform Highway Laws Are Recommended by All States

Uniform regulations for the issuing of drivers' licenses and uniform traffic regulations in all states, will be urged this winter upon the legislatures of the forty states where the law making bodies will convene after January 1st. Such uniformity once agreed upon, and enforced, is expected to materially cut down the toll of traffic accidents, which annually cost the United States in excess of 33,000 human lives, and made permanent cripples out of a great many thousands more.

The American Automobile Association is back of the movement to have all states require that no one may get a driver's license who is in any way unable to understand highway warnings or direction

signs in the English language. We know of a few states which still require no licenses at all, and in those states the percentage of traffic accidents is higher than in those that require licenses. But among the states where licenses are required and necessary before one may drive on the roads, the thirteen states which have the literacy provision in the law show a smaller percentage of accidents than any of the others.

Even more important than this uniformity in licensing regulations is the need for uniform traffic laws and the standard which will be urged upon all legislatures is that now agreed upon by the National Conference on Street and Highway Safety, of which Robert P. Lamont, Secretary of Commerce, is chairman.

One of the important recommendations of the conference is that no car shall be licensed until it has been inspected and declared fit for use. Under the Pennsylvania laws more than 1,000 cars have been put off the roads because they were mechanically unfit and a danger to others.

Speed limits which now vary in nearly every state and even in every town, would be uniformly fixed, under this proposal, at 20 miles an hour in business districts, 25 in residential districts and in public parks within cities, and 45 miles outside business and residential districts.

With respect to driving slow, the code declares, "it shall be unlawful for any person unnecessarily to be driving at such a slow speed as to impede or block the normal and reasonable movement of traffic, except when reduced speed is necessary for safe operation or because upon a grade or when the vehicle is a truck or truck or trailer necessary in compliance with law proceeding at reduced speed."

Concerning passing of vehicles proceeding in opposite directions the code requires that "drivers shall pass each other to the right, each giving to the other at least one-half of the main travelled portion of the roadway as nearly as possible."

Regarding overtaking and passing cars the recommendations provides that the driver of an overtaken vehicle "shall give to the right in favor of the overtaking vehicle on suitable signal, and shall not increase the speed of his car until completely passed by the overtaking vehicle."

It is also required that the driver "of a vehicle shall not drive to the



REMEMBER OR FORGET

By Hamilton Aide

I sat beside the streamlet,
I watched the water flow,
As we together watched it
One little year ago;
The soft rain pattered on the leaves,
The April grass was wet.
Ah! folly to remember;
'Tis wiser to forget.

The nightingales made vocal
June's palace paved with gold;
I watched the rose you gave me
Its warm red heart unfold;
But breath of orse and bird's song
Were fraught with wild regret.
'Tis madness to remember;
'Tis wisdom to forget.

I stood among the gold corn,
Alas! no more, I knew,
To gather gleaner's measure
Of the love that fell from you.
For me, no gracious harvest—
Would God we ne'er had met!
'Tis hard, Love, to remember,
But 'tis harder to forget.

The streamlet now is frozen,
The nightingales are fled,
The cornfields are desisted,
And every rose is dead.
I sit beside my lonely fire,
And pray for wisdom yet:
For calmness to remember,
Or courage to forget.

left side of the center line of a highway in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit overtaking and passing to be completely made without impeding the safe operation of any vehicle overtaken."

When approaching curves, etc., the code rules against driving to the left side of the center line of a highway "when approaching the crest of a grade or upon a curve in the highway where the driver's view of the highway is obstructed within a distance of 500 feet."

With respect to municipal traffic regulations the recommendations provide that a left turn at an intersection be made on the green light. The regulations, as contained in the model municipal code or ordinance declares that "the operator of a vehicle or street car intending to turn to the left at an intersection where traffic is controlled by traffic control signals, or by a police officer, shall, with proper care to avoid accident proceed to make such left turn only upon the 'go' signal, unless otherwise directed by the officer."

That there may be danger, however, in too much traffic regulation, in inducing a sense of safety on the part of drivers, who would otherwise look out for themselves better was suggested the other day by Mr. Robbins B. Stoeckel, the Connecticut Commissioner of Vehicles. Mr. Stoeckel has just returned from a visit to England, where motor vehicle accidents are few and speed limits unknown except when a motorist is driving to "the common danger."

"They have few traffic policemen in England," said he, "but everyone is a traffic man. It is everybody's business that a car be driven properly, and all pedestrians and even the man seated on his porch in addition to the drivers, help by suggestion and direction. Always, too, in a kind and matter of fact way.

"A great many times during the tour I recently made, it happened that the driver ahead would indicate that a vehicle was approaching from the opposite direction. Our own driver invariably did the same for following cars.

"There is another characteristic of English traffic which might be beneficially copied here. It is that more responsibility is placed on the development of self-reliance.

"There are, with the exception of a few Bobbies on bicycles and on foot, no police at all on rural roads. The abhorrence with which reckless driver, and there is a consequent less driving is generally viewed as seemingly extraordinary to an average American, but is very effective. The thought is left, after viewing the absence of official supervision in England, that we in America may be in danger of overdoing it. After all the man is the key to performance; his education is the all important factor for safety. We all must help him all we can in his traffic activities, but must be certain that we do not, by our well meaning efforts in one direction, make pitfalls in another.

"One of the experiments we may well encourage, if we can get up courage enough to do it, is to try a plan of letting traffic regulate or direct itself. Such a tryout might be dangerous in the extreme unless everybody understood plainly that he was on his own.

"With that understanding might it not be possible that an accentuated sense of danger and the call for initiative consequent upon it would bring out self reliance and judgment to a greater extent than they are supposed to exist. England does it with the help of a dangerous environment."

Oregon dairymen can materially reduce the amount of contagious abortion in their herds by persistently eliminating diseased cattle when found, by not buying animals which have not been tested, and by preventing their herds, as far as possible, from coming into contact with diseased animals, suggests the extension service.

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Who Said This Bear Was Tame?

By Albert T. Reid

