

Household Dept.

RELIABLE HOUSEHOLD RECIPIES AND SUGGESTIONS

WAFFLES & GRIDDLE CAKES

The batter for both waffles and griddle cakes is of about the same consistency. Many persons prefer a somewhat substantial griddle cake although the very thin ones are considered the best by epicures. The griddle cake batter does not require shortening.

Waffles require the thinnest of batters. If it is not thin the waffles will not be crisp. The most efficient way of putting a batter together is to sift all of the dry ingredients, and combine with the liquids (this includes eggs) and beat well with an egg beater. For a very light batter the eggs should be beaten separately, the yolks mixed with the milk, then added gradually to the dry materials; the melted shortening is then beaten into the mixture, and the stiffly beaten egg whites folded in last.

Beating the whole egg until light, then adding the milk and combining with the dry ingredients and beating until smooth with the egg beater is a much easier method and will prove just as satisfactory, although perhaps not quite so airy as the first method. The Master Recipe will make six waffles. Now with these proportions in mind the housewife need not refer to a recipe but can make any number of waffles desired. If sour milk is used take only one teaspoon of baking powder and add one-fourth teaspoon of baking soda to neutralize the acidity of the sour milk. If the milk is quite thick it may be necessary to use a little more than one cup in order to get the batter thin enough.

When eggs are scarce or high in price one egg only can be used for 2 cups of milk, flour, etc.; in that case one-fourth cupful more milk should be used to make the batter of the right consistency. Cooked rice or other left-over cereal may be added to this batter to give variety. In that case use one-fourth cupful of the cooked cereal, and three-fourths cupful of flour, instead of the full cup of flour given in the foundation formula.

To Bake Griddle Cakes—A soapstone griddle gives the best results. It should never be greased. When new it may be a little difficult but never grease it or you will always have to. An aluminum griddle is the same also. A little patience when these griddles are new will be amply rewarded in the absence of smoke and in much better cakes. An iron griddle must be greased but very lightly.

Place the griddle over the heat while you are mixing the batter. It should be very hot. If fat is used rub it on with paper or use a piece of salt pork on the end of a fork. Either of these methods will eliminate excess fat, which will gradually burn and cause much smoke. Make small griddle cakes for they are easier to turn and to bake. Bake until top is puffed up and full of bubbles and the edges cooked. Turn and cook on other side. Never turn griddle cakes but once or they will be heavy and tough.

Master Recipe—2 cups flour, 1 teaspoon baking powder, 1/2 teaspoon salt, 1 egg, 1 1/4 cups milk, 1 tablespoon sugar, 1 tablespoon melted shortening.

Waffles—Use the Master Recipe, making these changes: beat eggs separately. Add milk to the beaten yolks, combine with sifted flour and baking powder; beat with egg beater until smooth, then add 1 tablespoonful of melted butter. Beat this into the batter, then remove egg beater and carefully fold in the stiffly beaten egg whites. A thin waffle batter will make a very crisp waffle. If you wish that type use 2 cupfuls of milk.

The waffle iron should be well heated, then brushed on both sides with melted shortening, unless you are using an electric waffle iron, which requires no greasing. This will make about 8 waffles.

Popovers—It is a far cry from griddle cakes to popovers. Yet this hollow muffin-shaped bread is made from the griddle cake Master Recipe with very few changes.

Use only 1 cup of flour, 1 cup milk, 2 eggs, 1/2 teaspoon salt and one teaspoon of melted butter. Put flour and milk in a bowl and beat until it is smooth, add 1 egg unbeaten and beat mixture one minute; add

the other egg and beat again, then add melted butter. While mixing popovers have custard cups or iron muffin pans heating. They should be hot. Grease well just before adding batter. Fill two-thirds full. Bake in a hot oven (four hundred degrees Fahrenheit) for fifteen minutes then reduce heat and bake for thirty minutes longer. If popovers are not thoroughly baked they will not be dry and hollow, and they will fall after they have been removed from the oven.

NOTICE

Notice is hereby given that a meeting of the resident tax payers of Road District No. 10, Washington County, Oregon, is hereby called, and will be held at the residence of F. M. Allen in said road district No. 10, Washington County, Oregon, on the 7th day of November, 1925 at the hour of 1:00 o'clock P.M. of said day to discuss the advisability of levying a special or additional road tax in said district, to determine what, if any county roads or portions thereof in said district shall be improved, in any special man-

ner, and the character and extent of such improvement or improvements they shall make thereon, and to levy such special or additional tax, not to exceed ten mills on the dollar, on all taxable real and personal property in said road district, as a majority of such resident tax payers of said road district shall deem advisable for the purpose of raising money with which to defray the expenses of such special improvement or improvements in said Road District No. 10, Washington County, Oregon.

Dated this 14th day of October 1925.
E. J. Ward, County Judge.
Adv c 47-18

NOTICE

Of School Election to Increase Tax More than Six Per Cent Over That of the Previous Year

Notice is hereby given to the legal voters of School District No. 48 of Washington County, State of Oregon, that an election will be held in said District at the High School on the 20th day of November, 1925, at 8 o'clock in the afternoon, to vote on the question of increasing the amount of the tax levy in said District for the year 1926, by more than six per cent over the amount of such levy for the year immediately preceding.

It is necessary to raise this additional amount by special levy for the following reasons: The cost of the High School buses; the operation of three High School buses.

Dated this 23rd day of Oct., 1925.
J. B. Kamberger, District Clerk.
C. E. Mason, Chairman of Board of Directors.
Adv c 48-50

NOTICE OF SCHOOL MEETING

Notice is hereby given to the legal voters of School District No. 49 of Washington County, State of Oregon, that a School Meeting of said district will be held at the High School, on the 20th day of November, 1925, at 8 o'clock in the afternoon for the purpose of discussing the budget hereinafter set out with the levying board, and to vote on the proposition of levying a special district tax.

The total amount of money needed by the said school district during the fiscal year beginning on June 16, 1925, and ending June 30, 1926, is estimated in the following budget and includes the amounts to be received from the county school fund, state school fund, elementary school fund, special district tax, and all other moneys of the district:

ESTIMATED EXPENDITURES		
PERSONAL SERVICE:	No.	Salary per yr.
1. Superintendent	1	\$ 2,200.00
2. Principals	1	1,750.00
3. Teachers	1	1,125.00
4. Teachers	1	1,400.00
5. Teachers	1	1,750.00
6. Teachers	2	1,300.00
7. Teachers	2	2,000.00
8. Teachers	4	1,900.00
9. Teachers	5	800.00
10. Teachers	3	900.00
11. Teachers	1	1,750.00
12. Janitor's Helper	1	125.00
13. Clerk	1	225.00
14. Other services		200.00
Total		\$22,950.00

MATERIAL AND SUPPLIES:

1. Furniture (desks, stoves, curtains, etc.)	\$ 323.00
2. Supplies (chalk, erasers, etc.)	200.00
3. Library books	500.00
4. Janitor's supplies	250.00
5. Fuel	1,000.00
6. Light	800.00
7. Water	500.00
8. Postage, stationery and printing	50.00
Total	\$ 3,723.00

MAINTENANCE AND REPAIRS:

Maintenance of building and grounds	\$ 200.00
Repair of building and grounds	300.00
Total	\$ 500.00

ASSESSMENTS (Highways, Roads, Streets, Bridges):

Total	\$ 400.00
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INDEBTEDNESS:

1. Bonded, and interest thereon	\$ 4,100.00
2. Warrant, and interest thereon	600.00
Total	\$ 4,700.00

TRANSPORTATION OF PUPILS:

Imperial Hotel	\$ 700.00
Total	\$ 700.00

MISCELLANEOUS:

1. Premium clerk's bond	\$ 100.00
2. Audit of clerk's books	8.00
Total	\$ 108.00

EMERGENCY:

Total estimated amount of money for all purposes during the year	\$41,223.00
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ESTIMATED RECEIPTS:

From county school fund during the coming school year	\$ 4,990.45
From state school fund during the coming school year	914.25
From elementary school fund during the coming school year	2,175.18
Estimated amount to be received from all other sources during the coming school year	7,300.00
Total estimated receipts, not including proposed tax	\$15,379.88

RECAPITULATION

Total estimated receipts for the year	\$15,379.88
Total estimated expenses for the year	\$41,223.00
Balance amount to be raised by district tax	\$ 25,843.12

The indebtedness of District No. 48 is as follows:

Total bonded indebtedness	\$25,500.00
Total warrant indebtedness	\$ 383.12
Total amount of all indebtedness	\$25,883.12

Dated this 23rd day of October, 1925.
Attest:
J. B. Kamberger, District Clerk. C. E. Mason, Chairman Board of Directors

America's Greatest Horse Show



MRS. ROGER PEIRCE OF HOLLYWOOD, CALIFORNIA, ONE OF THE COUNTRY'S MOST NOTED RIDERS, AND HER HORSE, "JOHN PELL"

The Pacific International Horse Show, Portland, Oct. 31st to Nov. 7th, 1925, takes the front of the stage in 1925 with the largest offering of premium money in America.

\$25,000 for the 85 classes to be shown of which \$19,000 is in stakes—seven of \$2,000 and five of \$1,000—make this a phenomenal prize list. The stake events are: Olympic Horses, Seattle, \$2,000, for five-gaited horses; Seattle Horse Show Association, \$2,000, to be shown in two divisions as follows: \$1,000, five-gaited mares and \$1,000, five-gaited stallions and geldings; Northwestern National Bank, \$2,000, for roadsters; Portland Chamber of Commerce, \$2,000, for heavy harness ponies; Sovereign Hotel, \$2,000, hunters and jumpers; Portland Hotel, \$2,000, heavy harness horses; Mainomah Hotel, \$2,000, three-gaited horses; W. F. Turner, \$1,000, junior five-gaited horses; Henry Thiele, \$1,000, three-gaited ponies; Orla, Wortman & King, \$1,000, polo mounts; Bonson Hotel, \$1,000, fine harness horses; and Imperial Hotel, \$1,000, six-in-hand driving.

The greatest series of horse shows ever known is being held now in California at Stockton, Sacramento, Ventura and Pomona, all former shows were augmented by a flood of newly purchased show horses. According to General Manager O. M. Plummer of the Exposition and Horse Show Manager, A. P. Fleming, a train load of livestock, of which 14 carloads are horses, will come from the east to Portland this fall, as will all the horses now showing in California.

The result of these additions will unquestionably enable the Pacific International to break the size and quality records now being made in the south.

The growth of the horse show feature of the Pacific International is one of the most significant facts of the comeback of the horse.

The Argosies of the Past — and Today's

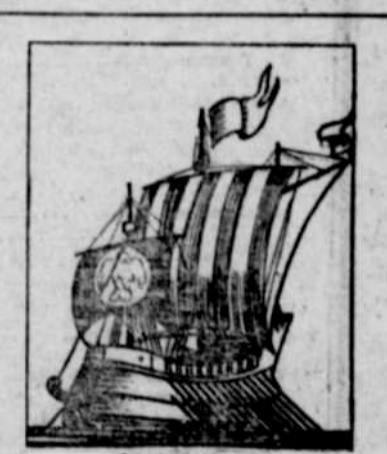
SAILORS and their ships—from the first dim days of history down, there have been no greater factors in the world's progress than these two.

Evidently, upon seeing a sheet of water, man has always wanted to cross it without getting his feet wet. The mystery of the sea—the desire to see what is beyond the water—has always taken hold of men, induced them to scheme and plan, to labor and build to satisfy their desire.

Noah, the Master Builder
Noah was no mean shipbuilder. The date usually assigned to the building of the Ark is 2840 B. C. Noah is said to have built a ship that had a displacement of nearly 15,000 tons. The Ark would compare with merchant ships on the seas today. It would be considerably larger than many, in fact.

But, whether or not we accept the story of the flood and Noah's Ark, the artist's drawings and models and even fragments of actual ships have been discovered in Egypt that antedate the Ark by many centuries.

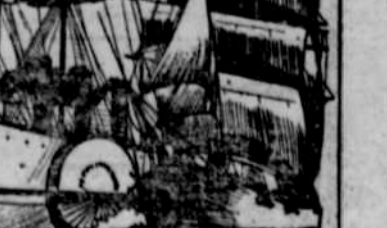
The architects of the pyramids were shipwrights as well.
On the walls of some of the tombs in Egypt there are boats pictured that date as far back as 5000 to 6000 B. C. One has fifty-eight oars, two masts, a "flying bridge" and an anchor. So, the story of



VENETIAN 1500

the known world. The Phoenicians not only were great sailors and traders themselves but carried the whole world's merchandise. They conducted voyages for the Egyptian Pharaohs and for Solomon. For years at a time these intrepid sailors were away on a single voyage.

"Those in peril on the sea" was a phrase that meant a great deal more then than it does today. The Phoenician ships were galleys rowed by slaves and equipped with a single square sail. There are very few pictures of Phoenician ships in existence. The artist has reconstructed one at the right hand corner of this page. It was a frail ship



GREAT EASTERN 1854

Noah's Ark is not such an improbable one.

Phoenicia's Merchant Marine
Probably greater sailors than the Egyptians were the Phoenicians, the inveterate merchants of ancient times. Phoenicia was—in far-away B. C.—a tiny country north of Palestine. It stretched for two hundred and fifty miles along the coast of the Mediterranean. The influence of this little nation was felt all over

commercial power as well. The Lion of St. Mark was the ensign of the world's greatest navy, but it also stood for the greatest export and import business in the world.

Venice supplied Europe with the spices and delicacies of the East. Merchant fleets filled the palaces of the "Bride of the Adriatic" with gold from the seven corners of the world.

The Yankee Clipper—The World's Greatest Ship
It took less than five hundred years to develop the Yankee Clipper. Here was the world's greatest ship—the fastest, sturdiest thing afloat—the ship that made Boston and New York the world's shipping centers and the Yankee skipper a familiar figure the world over.

The speed that some of these American clipper ships could make was almost unbelievable. In 1851 a clipper ship, the "Nightingale" of Portsmouth, sailed 336 knots in twenty-four hours. The "Flying Cloud," one of the most famous of all clipper ships, ran 427 knots in twenty-four hours, or more than seventeen knots an hour, in one of those world-wide races our sporting Yankee captains sailed coming home from China.

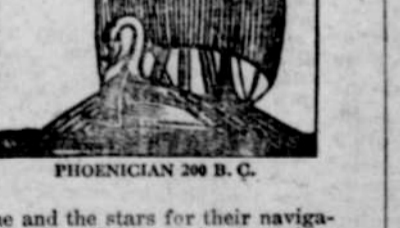
The era of the clipper ship was America's great chapter of maritime history. The Clipper was the world's carrier until the day of the steam vessel.

The First Steam Ship to Cross the Atlantic
The first steam ship to cross any ocean sailed in 1819. In 1854 the world's largest vessel was constructed. It was iron and built at Millwall-on-the-Thames in England. For power it had a steam engine capable of developing 11,000 horse-power, with paddle wheels and propellers. To supplement her engines which in that day were not as sure of perfect performance throughout the voyage as they might have been, she spread 7000 yards of sail.

The ship was called the "Great Eastern." The transition from sailing ships to steam-driven vessels was trying to the lovers of ships, for it resulted in a vessel that had neither the graceful charm of the clipper nor the trim severity of the modern steamship.

power will be used. The only steam power that will be employed will be when the vessel discharges its cargo in port.

Compare the General Petroleum tanker "Lio" with the Phoenician galleys. The "Lio" will have an automatic compass—the Phoenicians depended largely upon the coast



PHOENICIAN 200 B. C.

line and the stars for their navigation. The "Lio" will be steered by electricity. The "Lio" is provided with water-making machinery, ice-making machinery, forced ventilation for the crew, automatic pumps. On a hot day at sea, the sailor turns on his electric fan, sips a cool drink and his vessel answers his will at a touch of his finger.

Pity the poor Phoenician—a sweltering day in the Mediterranean—the slave at his oar—the sun beating down on his unprotected head, the whip ready over his back, aburning thirst—the helmsman struggling with an ear twice his own size to hold the course.

Romantic? Doubtless! But most uncomfortable. As for me, I would rather be supplying motorists with gasoline and oils on the General Petroleum Corporation tanker "Lio."

The Last Word in Shipping
It is quite a leap of the imagination from the "Great Eastern" to the ship pictured at the right, the General Petroleum Corporation tanker "Lio," which is now having installed in it the largest single-unit Diesel engine ever built in the United States. This engine is the last word in power for the sea. While at sea only Diesel and elec-

For Sale—Apples, 10 cents a box and up. Bring container. D. Pitt, one mile south on Watson Street. c481f

SULPHUR IS BEST TO CLEAR UP UGLY, BROKEN OUT SKIN

Any breaking out or skin irritation on face, neck or body is overcome quickest by applying Mentho-Sulphur, says a noted skin specialist. Because of its germ destroying properties, nothing has ever been found to take the place of this sulphur preparation that instantly brings ease from the itching, burning and irritation. Mentho-Sulphur heals eczema right up, leaving the skin clear and smooth. It seldom fails to relieve the torment or disfigurement. A little jar of Rowles Mentho-Sulphur may be obtained at any drug store. It is used like cold cream.

You will find in our showing of Winter House Slippers, scores of smart styles, including a number of new models shown this season for the first time. All sizes for Men, Women, Children. MIKE'S SHOE SHOP

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