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Selected Recipes.

Sauce for Pudding.—Mix in a basin one level tablespoonful of cornstarch with one cupful of milk, then pour it into the chafing dish and boil, stirring all the time. Cook for 10 minutes, then add half a teaspoonful of vanilla extract and two yolks of eggs. Sweeten to taste and reheat the sauce without boiling, or it will curdle. Strain and serve hot or cold with any sweet pudding.

Rocks.—Three eggs, one and a half cupfuls flour, one cupful butter or part butter and part dripping, one pound raisins, one teaspoonful soda dissolved in one tablespoonful hot water, nutmeg or cinnamon to taste, a pinch of salt, flour enough to make a batter that will drop from a spoon. They must run a little in the pans and must be baked in greased tins.

Green Tomato Mince.—Half peck green tomatoes, sliced. Two tablespoonfuls salt. Let these stand together two hours, and drain. Cover with cold water and boil for two hours. Prepare half a pound of chopped suet, two pounds raisins, chopped fine, two pounds brown sugar, one pint cider vinegar, one teaspoonful each of cinnamon, cloves, mace, and nutmeg. This will keep in jars all winter and is equal to mince made with meat.

Salad Dressing.—One-third of a pint of good vinegar, two-thirds of a pint of water. Bring these to the boil, having ready the following mixture: Two teaspoonfuls of mustard, one teaspoonful of salt, four tablespoonfuls of flour, five tablespoonfuls of sugar. Mix these ingredients well, add a little water and the beaten whites of two eggs. Stir well and pour in gradually the hot vinegar and water. Boil until thick, stirring all the time. Put in to glass jars, and when it is cold cover with a close lid.

Apple, Cherry and Raisin Salad.—Two cups diced tart apple, one cup diced celery, one-half cup raisins, dash salt, one-fourth cup olive oil, two tablespoonfuls lemon juice, one teaspoon powdered sugar, celery tips, or lettuce leaves. Stew the raisins in a little water. Mix together the oil, salt, lemon juice, sugar and a tablespoonful of the raisin juice, beating well. Marinate the apple, celery and raisins separately in it for thirty minutes; then toss together and serve garnished with the green.

Molding Pie Pastry.—Sift three cupfuls of flour into a basin, add a pinch of salt. Melt four tablespoonfuls of butter with half a cupful of milk, then pour them into the middle of the flour, add one yolk of egg and mix to a smooth paste. Cut off a small piece for the lid and mold the large piece with the hands into a round pie shape. Chop some ham and veal fine, mix and season with salt, pepper and a little grated nutmeg, then fill up the pie case with them. Pour in a little rich stock, wet the edges and cover with the smaller pieces of pastry. Brush over the top with beaten egg, lay on a buttered tin and bake in a moderate oven for 1 1/2 hours.

Scripture Cake.—One cup butter (Judges 5, 25), three and one-half cups flour (I. Kings 4, 23), three cups sugar (Jeremiah 6, 30), two cups raisins (I. Samuel 30, 12), two cups figs (I. Samuel 30, 12), one cup water (Genesis 24, 17), one cup almonds (Genesis 43, 11), six eggs (Isaiah 10, 14), one tablespoon honey (Exodus 16, 21), a pinch of salt (Leviticus 16, 13), spices to taste (I. Kings 10, 10), two tablespoonfuls baking powder (I. Corinthians 5, 6). Nuts should be seeded, the figs chopped, and the almonds blanched and sliced, and all these well floured to prevent their sticking to the bottom.

Aids When Cleaning.

If there are spots on the wall-paper try rubbing them with dry bread. Often most persistent marks may be removed in this way. Marks caused by scratching matches on painted surfaces should be rubbed vigorously with a little lemon.

A wooden skewer will be found most helpful for taking dust and dirt out of crevices around the window panes. Go over the place a second time with a skewer wrapped. The dirt from the corners will not be carried on to the glass when the window-washing is done.

In washing windows, remember that alcohol will do the work quickly, and has a decided advantage over water in that it may be successfully used in cold weather without danger of freezing on the glass.

Combs and brushes are best cleaned by dipping them up and down vigorously in warm water, to which borax and ammonia have been added. Wipe frequently on a piece of soft cloth, for this removes much of the dirt. In immersing the brush, be careful not to wet the back, for this may loosen the bristles.

Crushed egg shell and warm, strong soap-suds will remove stain from the inside of caskets and

bottles. Shake vigorously, changing the water from time to time. Clean all tooth brushes at least once a week by soaking for a little while in diluted peroxide or other antiseptic. Of course, each brush should be treated independently.

A cloth dampened with kerosene is excellent for cleaning porcelain and enamel tubs, basins, sinks and such surfaces.

Linoleum should be washed with out soap if one would keep it in the best of condition. After washing, wipe it off with a cloth dipped in milk, and then wipe dry. If linoleum is varnished or given a coat of shellac, it will wear better.

Dry whitening, or borax, on a cloth moistened with alcohol brightens nickel-plated surfaces.

Kerosene is an excellent medium for cleaning zinc.

Ammonia or salt will remove egg stains from silver spoons.

If the cellar is damp, keep a box of unslaked lime there to absorb the moisture in the air. It will perceptibly sweeten the atmosphere. Of course, the lime must be renewed from time to time.

Pour a few spoonfuls of kerosene down the drain pipes after flushing thoroughly with boiling water and washing soda.

After washing the mirror there is nothing better for polishing the surface than an old handkerchief.

Wiping the matting with salt water not only cleans the surface, but will prevent the floor covering turning yellow.

HE LEADS A QUEER PEOPLE

PETER VEREGIN IS HEAD OF THE DOUKHOBORS.

Their Mistaken Pilgrimage in 1899 Succeeded by Prosperity.

Out of a five-volume official report emerges the figure of an empire-builder in a small way—Peter Veregin, leader of the Russian Doukhobors in British Columbia. The report has just been presented to the British Columbian Government by William Blakemore, appointed last August to enquire into the desirability of the Doukhobors as colonists. It has many interesting things to say of them, but its striking feature is the picture it sketches of their leader.

Back in Russia in the time of their persecution they were led by a woman, Lukerya Vasylyna Kalmykova. On her death Veregin succeeded to the office. The sect split, Veregin's enemies had him exiled to Siberia, and sleighs travelled 2,000 miles over the snow to maintain communication between him and his people. After the Doukhobors were enabled to migrate to Canada, largely through the efforts of Count Leo Tolstoy, the Society of Friends of England, and the Quakers in Philadelphia, things went badly. Therefore the Russian Government was induced to liberate Veregin, and he has since been the actual ruler of the Doukhobors.

A Benevolent Despot.

He is described as a benevolent despot, absolutely devoted to the interests of the Doukhobors, at all times plotting, planning and scheming to advance their cause, not enriching himself, ruling with a rod of iron, exacting implicit obedience and exercising rigid discipline.

He is a big man in every sense of the word; his own suffering, his contact with great men have been his education. He inherits the characteristics of his race, among which are strong reasoning capacity, diplomatic skill and subtlety. The greatest evidence of his ability is the manner in which he has for thirteen years been able to hold together his people in an environment entirely alien to their ideas, their cherished beliefs and their ambitions. In the freest country in the world, where individual feeling is the keynote, says Mr. Blakemore, he still holds six-sevenths of the original settlement in the thrall of community life, with individuality extinguished except for his own personal control. He is in fact a theocratic czar; he possesses not only the genius but the capacity for governing.

His personality is both attractive and impressive. He is tall, broad, muscular, massive, with a fine head, great natural dignity of carriage, and the atmosphere of strength. Yet, like many such men, he has a remarkably gentle manner. He speaks in a low voice. His every mood is marked by a natural courtesy and simple dignity which would single him out for notice anywhere.

His features are regular and his skin has an olive pallor. His hair and beard were jet black, but are now streaked with iron gray. His eyes are dark and thoughtful, and in moments of excitement shine with hidden fire; his whole expression is that of a man who has suffered much and has triumphed over everything through the force of courage and confidence. His people yield him the utmost deference and obedience, due, perhaps, not alto-

gether to his great personal endowments and magnetism, but partly to their religious belief, which invests him with almost supernatural attributes.

The Real Problem.

As for the Doukhobors themselves, the report speaks favorably of what they have accomplished. The chief ground of complaint against them is that they refuse to comply with certain laws, the school laws among others, and that they will not be naturalized. There were also questions raised as to their community system, in the working out of which supplies are purchased at wholesale, and very little trade is enjoyed by local retail merchants.

The report finds that the Doukhobors are desirable settlers from the standpoint of their personal character, farming skill and general industry. Their refusal to comply with certain laws is based on their religious beliefs. The report recommends that the Government follow a policy of patience toward them and put pressure on the leaders to secure compliance with the laws, resorting in case of prosecutions to the imposition of fines rather than imprisonment, which the Doukhobors regard as persecution. It suggests appointing a Doukhobor agent on somewhat similar lines to the Indian agents and cancelling the order-in-Council granting exemption from military service. It opposes the admittance of Doukhobors into Canada in future save on the clear understanding that no exceptions of any kind will be allowed in the matter of observance of laws.

The Doukhobors were brought to Canada thirteen years ago in consequence of the persecution to which they had been subjected in Russia for three centuries. They settled in Saskatchewan amid very unfavorable surroundings. They had no money, they arrived at a bad time of the year, for the winter lay just in front of them; they were unprepared for the rigorous weather of the prairies, and they were without their leader. But they never lost heart. Lacking horses and teams, the women turned to and hauled the plough and scattered the seed, while their husbands and sons went

the Doukhobor community and became naturalized British subjects.

This was a serious blow to the community and its leader. It meant not only the breaking away from communal life, but the establishment of the idea of individual holding, a thing unknown in Russia and inconceivable to Doukhobor minds until it was demonstrated in Canada. From this moment may be said to date the determination of Peter Veregin to move the community to some other province where conditions would be more favorable for continuing the community life and less subject to the disintegrating influences which had now begun to operate in Saskatchewan.

This happened about five years ago, and in a year and a half later Veregin had secured, by private purchase, his first land holdings in British Columbia, and had moved the first instalment, two thousand of his people. Thus at the end of little more than one decade these people once more had to face another trek into the unknown with the same accompanying conditions that signified their departure from the land of their birth and persecutions.

The Doukhobors have now acquired 1,400 acres in British Columbia at a cost of \$846,017, and have established four large settlements at Brilliant, Glade, Pass Creek and Grand Forks. They have water-works, electric light systems, saw-mills, brick yards and a jam factory. The evidence goes to show that in all their business relations the Doukhobors have been found satisfactory. The total number in the Grand Forks district is upward of 7,000 and there are about 2,500 left in Saskatchewan.

During the year ended August 31, 1912, the total income of the central community fund was \$342,099 and the total expenditure for the year \$375,999.

"What you need, madame, is oxygen. Come every afternoon for your inhalations. They will cost you two dollars each." "I knew that other doctor didn't understand my case," declared the fashionable patient. "He told me all I needed was plain fresh air."

there is money in flying, as well as fame.

Pupils From All Classes.

Aristocratic birth and university education do not seem to stand for much as qualifications for becoming a first-rate aviator. Quite as clever and as intrepid flying men spring from the humblest classes as from the finest family of soldiers that ever donned a uniform. And women pick up the art quite as quickly as men. Mrs. Stooke, the most famous of women aviators, on this side, was trained at Hendon, and so was the Baroness Schenk, a Belgian, and both these women picked up the technicalities with the rapidity and sureness of the best masculine pupils that ever climbed into a biplane.

Many of the pupils are boys under twenty—healthy, wholesome-looking British lads who hate the idea of a trade or a profession and long to work in the open air. They are not in the business for amusement. They reckon on winning races and buying machines and giving exhibition flights or on traveling to distant countries and opening flying schools of their own. So, so they believe, no city of any size will be complete without its aerodrome and its flying instructor corps. Later, perhaps, everybody will own a flying machine, but present prospects are quite rosy enough to go on with.

The art of teaching flying has now been reduced to a system at Hendon, and a very interesting system it is when explained on the spot by an expert who understands all its technicalities and yet has no forgotten its fascination and romance.

"The first thing, for instance, we do with a pupil," said Marcus D. Stanton, "is to take him to one of our biplanes, and to teach him the controls. Until he has learned how the machine is guided and steered and brought into position during a flight, he is not allowed to go up. As a rule, this is taught him on windy days, when even a trip with a pilot is impossible; but once he has mastered these technicalities he is allowed to take a passenger's flight and to go up two or three trial trips on a biplane, so as to get

or so, and very gradually to increase the distance from the earth until he reaches an altitude of 500 feet and can descend in two small circles. In the next stage he has to practice first the left-hand control and then the right, so that he knows how to make sharp turns to the left or the right and can describe the usual air test of figure 8s. Following that, he masters the true yo-yo—a descent with the engines out off—but at such an angle that the equivalent speed is supplied by the momentum of the fall. Once he reaches that point he is usually eligible for examination by the Royal Aero Club and for obtaining his brevet.

How It Feels.

"In flying there is practically no sensation. All the stories about it making men deaf and seasick are mere moonshine. In all my experience of the flying on this ground I have only known one man sick after a flight, and he did not put it down to the machine, but turned up the next day and went on with the lessons without any other mishap. As a matter of fact, the pilot of a flying machine feels very little sense of movement at all. He usually gets the impression that the machine is absolutely still and that it is the earth that is leaving him, not he the earth, exactly as it is the experience of a balloonist.

In the case of a flying monoplane, a pupil, of course, has not got the advantage of the presence of the instructor on the machine, as his machine only carries a single seat. The system of instruction in flying a monoplane does not differ, however, very much from that used in the case of teaching the management of the biplane. He still has to learn how to roll, to skim and gradually to increase the height of his ascent from two feet upward. Not many pupils come now for the monoplane, for, you know, the machine is not now in favor with the British war office, on account of recent accidents; but, no doubt, that ban will be soon removed, for monoplanes are faster than biplanes and are, therefore, in a way, essential to warfare.

"Accidents seldom occur to men when they are actually learning to fly. They will shear a sheep or two sometimes, but the majority of mishaps occur through hard landings. The main thing all pupils dread is the notorious right-hand turn. Experts say its difficulty is due to the gyroscopic action of the engine, and certainly it does present a certain amount of

Trouble to the Beginner.

We teach the pupil to remember that the nose of an aeroplane has a tendency to lift on a right-hand turn, and that this must be checked by pushing the elevator slightly forward. Gradually he finds out for himself that, just as he masters the left-hand turn, so can he triumph over the dreaded right-hand

"The chief enemy is the wind. No particular scientific instruction is given in this, but a pupil learns quickly to study the wind gauge, the direction of the smoke of houses, the movement of flags.

"The average number of hours taken by a pupil to learn actual flying is 50. I picked it up in 4 1/2 hours, and, given favorable weather, I have known a pupil to learn the whole business of aviation in four days' work. We fix the course for six months to cover all eventualities, but, as a rule, three months will suffice even for the most clumsy and indifferent."

The Secretary of the Royal Aero Club of the United Kingdom calculates that, in all, 3,000 or 4,000 persons are now in regular employment in England in connection with aviation. These figures include mechanics, manufacturers, pilots, instructors and pupils and the men attached to the flying departments founded by the British army and navy. The actual number of British aviators to-day is 600.

COPY ENGLISH MANNERS.

Cult in Berlin Suffers Torments to Be "Gents."

English words and clothes is the latest cult of Berlin, Germany, who describes himself as a "gent," which he thinks is an English word. He must above all things, says the Koelnische Zeitung, be dressed "tip-top" (a favorite Anglo-German word) from head to foot.

He tortures himself into a passion for "whiskey soda" though he would really much prefer a glass of Bavarian beer. He sits for hours every evening in a "bar" enjoying strange and wonderful drinks. Of course he uses as many English words as possible. Nothing German can express what he means by "dress."

"Cutaway" is the only coat he can carry, and after the weary pleasure of the winter season, he assures you, "Oh ich bin ganz broken down." In the evening he is satisfied only with "pumps" and any one who dares to retain the old-fashioned nightshirt instead of the "pyjama" is too hopelessly old-fashioned for his acquaintance. In the West End tube if your toe is trodden on you no longer get a formal German apology, but the word "I am sorry."



A THREE-STOREY HOUSE FOR HORSES—REMARKABLE GERMAN STABLES.

The photograph illustrates remarkable stables built for the horses used in connection with their street-cleaning service, by the Municipality of Charlottenburg, a suburb of Berlin. There are three floors above the ground floor, each with its gallery. The horses walk to their quarters up the "staircases" shown. Several hundred animals are accommodated in the "house."

to work on railway construction to earn a few needed dollars.

A circumstance which has done much to bring the Doukhobors into disrepute and to create a wrong impression concerning them was the unfortunate "pilgrimage" near Yorkton in 1899. On this occasion several hundred Doukhobors were induced by a fanatic to abandon their homes and march out unclothed across the snowy prairies on a religious pilgrimage in quest of Christ. It was a purely fanatical proceeding indulged in by a very small number and condemned by the vast majority of the community, but it was not, and has never since been repeated.

An Able Ruler.

By this time the Canadian Government had begun to be afraid that there might be serious trouble with the Doukhobors. The vagaries in which the few indulged were taken to indicate the possibility that the whole 7,000 might resort to similar practices. Consequently Veregin was brought from Siberia to Canada, and the subsequent conduct of the colonists is proof of his ability as a ruler. The Doukhobors settled seriously to the business of farming. They built houses, made their own furniture, poured their wealth as fast as it accumulated, whether produced on the land or whether on the outside, into the community treasury, and became prosperous and contented.

Then trouble arose over their refusal to become naturalized British citizens. The law deprived such as refused of their homesteads, but allowed them to settle on 15 acres of land for each member of a family. A serious split in the community resulted. Upward of 1,000 accepted the offer of the Government, took their homesteads of 160 acres, left

ARMEN GET THEIR WINGS

BRITISHERS ARE FLOCKING TO THE FLYING GAME.

Pupils From All Over the World Are at the Aero Academy, Hendon.

No business in the history of England, says a London correspondent, ever made such tremendous headway in so short a time as that of aviation. For the purpose of teaching men the art of birds there are aerodromes scattered up and down the country, the most important of which is at Hendon, about six miles from the heart of London. Here an extraordinary number of pupils are attracted. Within any period from four days to six months they become full-fledged aviators, and, after examination, receive the Royal Aero Club's brevet.

The fee for the course of instruction is \$375, except in the case of an officer of the British army, and he is taught the secrets of the air for \$300. This is practical patriotism, for, when he has passed the Royal Aero Club's examination, he gets the whole of this \$300 returned to him by a grateful British war office.

Military men from India and other parts of the British Empire are taking up their home leave in ever increasing numbers in making themselves proficient aviators at Hendon. Here I found them the other day cheek by jowl with Germans, Austrians, Belgians and Americans, to say nothing of all types and classes of young Englishmen, who have discovered that

used to being in the air and to become accustomed to what I might call, for lack of a better term, the feel of the machine.

Learning to Be Birdmen.

"Afterward he takes up a position behind the instructor, so that he can keep his hand on the control lever as it is worked by the instructor and can feel the different movements that achieve different effects. For a week or two all his trips are taken in that fashion—in fact, until he shows that he has grasped in practice the theories of control that were impressed upon him at the start. Then he is permitted to take the aviator's seat, in front, and allowed to have charge of the machine, with the instructor behind, with his hand on the control lever, to follow his movements and to correct any mistakes he may make in the novelty or excitement of his flight.

"This portion of the training goes on until the pupil has secured the feel of the machine from the point of view of the pilot and can run up and down the grass of the aerodrome; and, that accomplished, he is allowed to go out alone. Even then he makes no attempt at an ascent. He has to continue these runs on the ground, which are known as rolling, until he can guide the machine in a perfectly straight line over a certain distance—perhaps some 400 or 500 yards. If he can roll properly on the ground he can control the machine in the air and can manage the rudder, and hence he is, on the next series of flights, permitted to do what he usually ardently desires—to leave the earth; but even then he is only allowed at first to skim the ground in a series of hops.

"After a certain amount of practice in skimming and hopping he is allowed to fly at a height of two feet