

The KPTOHEN GABINET

A man without ambition is like a busted bank, all building and no assets. —Caxton.

The resourcefulness of today is the outcome of experience with the odds of yesterday.

DELICIOUS DISHES.

When it seems hard to find something for dessert try this:

Peach Melba.—In a sherbet cup place a cone of ice cream on top of the half of a canned peach, over this pour a tablespoonful of raspberry sirup, stick four sweet wafers around the side of the cup and serve.

Peach Canapes.—Cook in a little butter circular pieces of sponge cake until delicately brown. Drain canned peaches and place with a tablespoonful of butter in a saucepan over the heat, add a grating of nutmeg and a few drops of lemon juice. When hot serve on the hot circles of cake.

Add a little cooked rice to the meat loaf. It will make it go farther, add to the flavor and slice in neat slices either hot or cold.

When roasting beef sprinkle the top, while roasting, with finely minced onion, it adds to the flavor of both meat and gravy.

To make a truly elegant dish of roast leg of lamb, roast with a sprinkling of chopped onion or onion juice mixed with lemon juice, using a teaspoonful of onion and half a lemon. Spread the leg with a thin coating of jelly, either currant or gooseberry, and baste while roasting.

Paper Gingersnaps.—Boil a cupful of molasses five minutes, add a teaspoonful of soda, a half cupful of lard and a tablespoonful of ginger. Cool and stir in flour enough to roll very thin. Bake in a hot oven.

Tomato Marmalade.—Take a cupful of pulp, that is strained tomato through a sieve to remove the seeds, add one and a half cupfuls of sugar, the juice of a lemon, a half teaspoonful of the acid that comes in the package with acidulated gelatin, a half teaspoonful of ginger and a little allspice. Cook until thick. Serve with roast beef.

A delicious dish with corn is prepared with a layer of tomatoes and a layer of corn, seasoned with salt, pepper, onion juice and covered with buttered crumbs. Bake until well heated through.

Nellie Maxwell

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It ain't never no use puttin' up your umbrella 'till it rains.—Mrs. Wiggs.

It is better to make a thousand mistakes, and suffer a thousand reverses than to run away from the battle.—Henry Van Dyke.

THINGS WORTH KNOWING.

Those who have tried it say that an oyster buried near the root of a fern will cause it (the fern) to grow like magic.

A few drops of turpentine, four, or five, on a lump of sugar when one feels a cold coming on will surely dispel it.

A small drawer made to fit under the seat of a sewing chair is a wonderful convenience to the busy housekeeper.

Cook your mutton in a little vinegar and water and you will have a gamey piece of venison.

When using a lemon for a cold heat it in the oven and it will make a better remedy and you will have more juice.

A safety-razor blade is the handiest ripper one can have. Cover with a small leather sheath when not in use.

Steel wool in several sizes makes a fine article for cleaning. Use it in place of sandpaper or a scrubbing brush.

Beet juice to color frosting makes a lovely color when one wishes red or pink.

Dip a cloth in whitening to clean finger marks and soiled spots on wood-work.

When a soup is too salty soak a piece of bread in it and remove the bread. The better way is to season carefully by measurement and taste the food before serving.

Pork chopped or put through the meat chopper and added to beans is a favorite way of serving the time-honored baked beans.

When very tired lie flat on the back and elevate the feet on two pillows piled one above the other. Fifteen minutes will prove the value of this suggestion.

When making head cheese save the water in which the head is cooked, as it is rich in gelatin. Add it to the cheese and it will go farther and cut in nice slices.

Fasten a large-sized fastener and snap to each pair of hose. When they come from the laundry they may be snapped together and hose are never then misplaced.

Nellie Maxwell

RAILWAY STRIKE WOULD INFLICT STAGGERING LOSS

Would Cut Farmers' Prices, Stop Industry And Face Cities With Starvation

New York.—On one point related to the demands of the unions of train service employes for a heavy increase in wages the sentiment of the general public has been expressed in no uncertain terms. That is on the question of a strike.

Declarations have come from every quarter that an interruption of transportation will not be tolerated by the public, but will call forth drastic action. The enormous injury to the country that would result from a nation-wide strike of train service employes is discussed by a writer in the March National Magazine, from which the following extract is taken:

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be only imagined by those who realize what an intimate and vital part railway transportation plays in every industrial activity of the country.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard it would mean a cutting off of the food supplies that would place the inhabitants virtually in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation, therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, which the market value of more perishable articles would disappear entirely. The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work. With the income of practically every class of citizens either seriously cut down or suspended entirely, merchants would transact little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment the railroads ceased to operate.

FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS

Might Just As Well Ask Country To Return To Sailing Boats And Ox Carts

Washington, D. C.—To the public that pays every dollar of the railroad bill (and forty-five cents of every dollar paid for transportation is for wages) the leaders of the four brotherhoods of railway employes, who are demanding increased pay, say: "All the railroads have to do to meet our demands for higher wages is to shorten their trains, move freight more rapidly, and escape the penalty of overtime wages."

The fallacy of this statement, which is the last-ditch argument used in support of the demand for increased wages, is well shown in the following editorial which appeared in the Washington, D. C. Times of April 19, under the heading "A Mad Freight Train Idea:"

"Everybody in the ranks of the general public will agree with the railway managers that the campaign which the railway workers are waging, particularly in the west, for shorter trains, while at the same time demanding higher pay and fewer hours of work, is of all possible claims the most preposterous. Indeed, in economics it is an ideal little short of mad."

"The railroads have spent hundreds of millions of dollars lowering grades, eliminating sharp curves, ballasting roadbeds and putting in heavy rails, so that powerful locomotives, larger cars, and longer trains could be handled in one movement. If this object had not been achieved railway wages never could have been advanced to the point at which they already have arrived and traffic rates never could have been held down where they are today without the whole railroad system of the United States being made a financial wreck."

"Any child can see that if, after the principal railroads of the country have been reconstructed to haul the heavier tonnage in mass, you cut every freight train in half, the cost of operation must be increased stupendously, with two locomotives where one now does, with two engineers where one now does, with two firemen where one now does, with two conductors where one now does, with virtually two whole train crews where one now does, not to speak of the new equipment and the new terminal facilities that would be needed."

"This proposal is not essentially different from urging that the world go back to the steamships of today to the sail barks of centuries ago, to the stage coaches and ox carts of the past. It is like suggesting that the farmer himself drive his wagonload of produce in small lots day after day to the distant market of the city instead of loading it in bulk into freight cars and shipping it all at once by rail."

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Never a life that was carved in pain That cannot be kissed into smiles again. —Bret Harte.

The secret of happiness is never to allow your energies to stagnate.—Adam Clarke.

CORRECT MEASUREMENTS.

To the old-fashioned housekeeper and cook the methods of accurate measurement do not seem important. When our cooks begin to learn that cooking is an exact science, there will be less said about "luck" in cooking.

The "hit or miss" methods of measurements are the cause of poor results. Cooks as well as other workmen should have good tools to work with if they expect to realize success. There are standard spoons and measuring cups on the market that are full measure, and there are those which lack from one to two tablespoonfuls in a cup. Be sure that those you buy are full half pint cups and spoons the standard size. Sixteen tablespoonfuls of material will be found in the standard measuring cup, sixty drops are in a teaspoon and three teaspoonfuls fill a standard tablespoon.

In using a tablespoonful of material it is leveled off with a knife, so is the teaspoon and the cup. Baking powder and soda should be free from lumps and lightened by tossing before measuring. In measuring flour the average cook takes too much by dipping it in a cup or shaking it down when measuring. Flour should be sifted before measuring, then lightly dropped into the cup with a tablespoon and smoothed off with spoon or knife. In taking the measure for half a teaspoonful or any part, fill it full, level with a knife and cut down through the center, from the handle to the tip, pushing off the half, or divide in thirds by marking the full spoon crosswise.

Directions as to combining materials should be followed if one wants uniformity, for the adding of a beaten egg to a hot soup will cause a curdled one. Pour in a little of the hot soup into the egg and then it can be added to the soup.

Cabbage, if cooked in boiling salted water, uncovered, will be more digestible and will not scent the house as it does when cooked tightly covered.

Nellie Maxwell

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Every man is ready to give in a long catalogue of those virtues he expects to find in the person of a friend, but very few of us are careful to cultivate them in ourselves.—Buddell.

SOME GOOD DRIED FRUITS.

When meeting an empty fruit closet remember the delicious dishes to be prepared from the dried fruits always at our command. Prunes are not half appreciated. Some foolish person in ages past called them the "boarding house sauce" and it is hard to get away from the idea that the prune is the last resort.

Prunes washed and soaked over night and stewed in the water in which they were soaked without a bit of sugar added are extremely wholesome and most appetizing as a breakfast dish or in combination with other materials in various dishes.

Combined with apples in the proportion of two cupfuls of chopped apple to one-half cupful of stoned stewed prunes used as a top dressing to pork chops, baked in the oven after seasoning with salt and pepper, is a dish which once used will often be repeated.

Chopped apple combined with raisins and used in pastry as a pie or pudding is another most tasty dish.

Dried apples used with molasses, soaked over night in the molasses and spices makes a nice fruit cake. Use pork finely chopped for shortening.

Fig Marmalade.—Cut into pieces one pound of figs and three pounds of rhubarb. Add three pounds of sugar and the juice and grated rind of a lemon, mix and stand over night. In the morning simmer for a half hour until it looks clear, then seal.

Apricot Marmalade.—Wash five pounds of dried apricots. Cook slowly in water to cover until the stones may be easily removed after they have been soaked over night. Next morning cook and drain and add four pounds of sugar and a quarter of the water in which they were stewed. Cook slowly until reduced to a marmalade.

Prune Pie.—Bake a deep shell and fill with stewed prunes put through a colander, mixed with whipped cream. Garnish with spoonfuls of cream sweetened and flavored with a few drops of almond and finish with a shapely stewed prune, stuffed with nuts on top of each wedge of pie.

Nellie Maxwell



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There are considerable losses by fire everywhere. Over six thousand in my agency during the three and a half months of this year already. Nearly all of this is in the country. Have had several fires in town, but having many people to help extinguish them my town losses have not been over \$500.00 this year. I now have four good fire insurance companies, though they "dread the fire," and are careful and particular as to what they insure.

What insurance they do permit me to write, I know is good. These companies are: The South Carolina of Columbia, Southern Home of Charleston, Southern Stock Fire Insurance Company and Southern Underwriters of N. C. I have known these old line companies for years and know they are reliable. They all write town property, and some of them write country property where occupied by the owners, where not mortgaged, and where the stove flues are of brick laid FLAT, and the dwellings have a value sufficient to warrant a thousand dollars insurance or more—say worth \$2,000 and up. I could write all classes of property in Mail Order companies, but the brokers representing the payment of policy in case of a fire.

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Drop me a postal. E. J. NORRIS, Agt.

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J. C. Sheppard, Chairman of Board of Trustees

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