*SIDNEY SNOW will be glad to answer any questions on food*

# THREE MEALS A DAY

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*Edited by WILMA DEUTE*

*Food, of course, must be well seasoned to be worthy of its piquancy*

## MENU OF THE WEEK

**MONDAY**

BREAKFAST—Cantaloupe, Scrambled Eggs, Broiled Bacon, Toast Coffee.

LUNCH—Tuna Fish Salad, Hot Bran Muffins, Iced Coffee, Strawberry Tarts.

DINNER—Roast Leg of Lamb, Browned Potatoes, Cauliflower, Cucumber Boats, Ice Cream Cake, Coffee.

**TUESDAY**

BREAKFOST—Grape Fruit, Apple Fritters, Sausage, Toast, Coffee.

LUNCH—Lamb Croquettes, Lettuce and Tomato Salad, Pineapple Shortcake, Tea or Milk.

DINNER—Chicken Fried Steak, Mashed Potatoes, Country Gravy, Asparagus with Hollandaise, Bread Pudding Coffee or Beer.

**WEDNESDAY**

BREAKFAST — Strawberries with Cream, Broiled Bacon, Buttered Toast, Coffee or Milk.

LUNCH—Cream of Tomato Soup, Combination Sandwich, Prune Whip, Tea or Milk.

DINNER—Ragout of Veal, Buttered Noodles, Steamed Squash, Dressed Lettuce, Crumb Cake, Coffee.

**THURSDAY**

BREAKFAST—Chilled Melon, Waffles with Maple Syrup, Coffee.

LUNCH—Fried Liver, New Boiled Potatoes, Peas, Sliced Tomatoes, Fruit Compote, Tea or Milk.

DINNER—Clam Chowder, Tongue Supper Salad, Cottage Cheese with Chopped Onion, Pickled Beets, Strawberry Shortcake, Coffee.

**FRIDAY**

BREAKFAST—Orange Juice, Griddle Cakes, Currant Jelly, Coffee or Milk.

LUNCH—Crab Cakes, Cole Slaw with Boiled Dressing, Apple Pie, Tea or Milk.

DINNER—Lobster Newburg, French Fried Potatoes, Lima Beans, Shredded Lettuce, Fresh Pineapple Sundae, Coffee.

**SATURDAY**

BREAKFAST—Baked Apples, Little Sausages, Scrambled Eggs, Pop-overs, Coffee.

LUNCH—Frozen Fruit Salad, Hot Graham Muffins, Hot Fudge Cake, Iced Coffee or Tea.

DINNER—Broiled Ham Steak, Scalloped Potatoes, Asparagus, Cucumber Salad, Cantaloupe a la mode, Coffee.

**SUNDAY**

BREAKFAST—Melon, Fried Potatoes, Bacon and Eggs, Toast, Coffee.

DINNER—Fried Chicken, Country Gravy, Mashed Potatoes, French Fried Onions, Buttered Beans, Waldorf Salad Assorted Salad, Assorted Cakes, Homemade Ice Cream, Coffee.

SUPPER—Assorted Cold Cuts, Assorted Cheese, Mixed Vegetable Salad, Old fashioned Strawberry Shortcake, Coffee.

## Carving a Crown Roast of Lamb or Pork



One of the general principles of carving is that the meat be cut across the grain, insofar as this is possible. To do this neatly, the knife must be very sharp. It is well to keep the carving knives apart from the other cutlery in order that the edges may remain in good condition.

Knives should be sharpened as often as necessary, but this task should not be performed at the table! A good steel should be part of the kitchen equipment, and should be used in the kitchen. A half dozen strokes of the steel on each side of the blade should be sufficient to put any knife in good condition.

CARVING BOARD CONVENIENT

A carving board is a convenience to the carver. The rough surface of the board tends to keep the roast from slipping. The use of a board saves a silver platter from being scratched, while the softer surface of the wood is easier on the edge of the carving knife. If you haven't a special carving board, the style of board used for planking steak may be used.

As the meat is cut, the slices are placed upon the platter. Enough for all at the table should be cut before anyone is served.

In mastering the art of carving, the general method of progressing from the easier tasks to the more difficult assignments holds good. After you can carve a steak with neatness and accuracy, try your hand at a crown roast of lamb or pork. This is a proud dish to set before any carver and it looks very grand, especially if the points of the "crown" are gaily frilled or bedecked with fruit or otherwise dressed up according to the whim of the cook.

CROWN SIMPLE TO CARVE

But for all its regal appearance it is one of the simplest dishes to carve since the divisions between the chops are clearly indicated. The cut is made between each of the ribs. A single chop with a portion of dressing and a spoonful of gravy is served to each person. The only care necessary is that the pieces be of equal thickness.



MISS BETTY HOLLOWAY
Home Economist

**SAILBOAT SALAD**

4 C. Cubed Potato
Onion as desired
6 Hard cooked Eggs
Kraft Cheese
1-2 C. Mayonnaise
1-2 C. Pickle relish
Salt
Pepper.

Steam about 6 medium potatoes until just done. Cube and while warm add salt and pepper to taste, onion if liked, pickle relish and mayonnaise. Allow to stand for one hour.

Hard cook the eggs, cut in half lengthwise, remove yolks, season with a little mustard, salt, pepper, and very little mayonnaise. Replace in the whites and insert a sail of sliced Kraft cheese. To make the sail cut slices from a half pound brick of cheese. Cut a section from each slice to make it square and then cut each square in two diagonally.

To serve—Place the salad on leaf lettuce on a rectangular platter. Sprinkle with minced parsley and place "sailboats" over the top. (Serves 6).

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## PRIZE RECIPES

Every week prizes are being given to six women sending in the best novel recipes. Some of them are common recipes to which a woman has added a little spice or condiment, changing the taste of the dish.

Mrs. Frank Boulanger of Secaucus, New Jersey, a reader of the Cornwall, N. Y., Local will receive a case of Ruppert's Beer for her recipe which is as follows:

PINEAPPLE CAKE

1-2 cup butter
1 1-2 cups sugar
1 teaspoon vanilla
1 cup crushed pineapple, unstrained
2 1-2 cups cake flour
2 teaspoons baking powder
1-8 teaspoon salt
1-4 cup cold water
3 egg whites

Cream the butter and sugar together. Add the vanilla and crushed pineapple then a portion of the flour, which has been sifted with the baking powder and salt. Add the water alternately with the remaining flour and stir until smooth. Fold in egg whites beaten stiff and place in two 8 inch, round greased and floured cake tins. Bake in a moderate oven 350 F. for 25 or 30 minutes. Cool and ice with a white boiled icing, piling generously over the cake.

Mrs. Alma Barrett of Doylestown, Pa., a reader of the Bucks County Times, Pa., is the winner of an apron and a box of Cox's Gelatine. Mrs. Stanley King of Southampton, L. I., a subscriber of the Southampton, L. I. Press has been awarded a case of Trommer's White Label Beer.

A subscriber of the Milford, Conn., News, Mrs. E. G. Ports of Livingston, N. J., is the winner of a rice ball and a box of All Comet Rice Products.

Mrs. James Hughes of Croton Falles, N. Y., a reader of the Carmel, N. Y., Courier, has won a Seceni, Hand Made, Hand Painted Salad Bowl.

A cheese tray with an assortment of seven kinds of Borden's Cheese has been won by Mrs. W. Aschoff of Palisades Park, N. J., Mrs. Aschoff is a reader of the Palisades Park, N. J. Press.

If you have a recipe that you have changed or an original novel one send it to Sidney Snow in care of this paper. You might be a prize winner.

In sending in your recipes, be sure that your name is clearly written or printed and that your complete address is given, this will enable the prizes to be distributed without any delay.

## History of Chesapeake Bay Log Canoe

By WILLIAM H. GREEN

The following history of the Chesapeake Log Sailing Canoe, prepared by William H. Green, of St. Michaels, will be of special interest at this time, due to the fact that extensive preparations are being made for the Miles River Regatta, when numerous craft of this type will be entered in the races:

The story of these boats could well be termed the evolution of a log, as really that was the beginning.

In the first settlement in this country, at Jamestown, Virginia, the white settlers discovered the local Indian burning out a pine log with hot stones and scraping it with shells. The settlers captured this nearly finished model of what later became known to them as an Indian canoe. Naturally, with steel knives these early settlers were able to build more perfect models.

The second step of development in these Chesapeake Bay boats started through the necessity of having a larger boat than the one log would make, so the punt came into existence about 1750. The punt was simply two logs scraped out and joined together having a center seam and the appearance, when finished, of having been fashioned out of one large log. This method was adhered to until 1840, and there are still some of these two logged boats in existence today one being in Crisfield, Maryland, in use over two hundred years. The art of hewing the logs with adze and axes and joining them together crept up from the Jamestown settlement on the Western Shore, across the Bay to the lower counties of the Eastern Shore Peninsula, thence upwards on both sides of the Bay to Annapolis on the Western Shore and Chestertown and Rock Hall on the Eastern side of the Bay, but for some unknown reason the culminaton of this art developed in and around St. Michaels, Tilghman Island, Oxford and Kent Island. About 1840 a shallow keel was added to these punts to hold them on the wind while sailing.

The fourth change in the development of this single log occurred in 1857, when boats of this type were built of three logs. It was in this year that the first center board was placed in one of these boats at St. Michaels, Maryland, by Robert D. Lambdin, a resident still living in St. Michaels.

The fifth improvement to reach the pinnacle of perfection attained in the hewing of ogs by adze and axes for these boats was the joining of five logs around 1880. The tendency always to build larger.

The boats principally came into existence because of the necessity of the Chesapeake Bay oystermen to have a boat that would stand the wear and tear on the bottom in shovelling up their oyster catch. The bottom averaging a thickness of six inches and lasting a life time.

Racing had gained so much popularity about this time that pure racing models were fashioned with much thinner logs and of lighter construction joined together by dove tailing and later by iron bolting. When the larger three and five log boats were built it became necessary to add raising to give greater height to the free board, specially at the bow and higher to a slighter degree at the stern than at midships, the finish showing a slight sway. The two out side logs on which the raising was bolted were usually an inch and a half thick and continued up with strips averaging four inches wide finishing one inch thick, where natural oak knees were employed to fasten the wash boards of a foot wide on the smaller, to a foot-and-half on the larger boats. Just foreward of he foremast a small deck was inserted with the inner beading of the wash board rounding it. The sail plan of the famous "Island Blossom" 33 feet over all from stem to stern post, in 1900 which was the extreme in size of sails in those days had a foremast 40 feet high with 12 and 9 feet clubs and a jib boom 22 1-2 feet long. There is an old legend that she would not stand upright in the water with bare poles never the less the fifteen boats racing for "The Governor's Cup" and "Commodore's Trophy" today with few exceptions average a larger sail plan. The "Magic" 34 feet has a 47 foot foremast, 42 foot mainsail with 14 and 12 feet clubs and a jib boom 24 1-2 feet. The "Mary Rider" with 27 feet, effects a 36 foot foremast, 33 foot main mast with a jib boom 22 feet long. It is true that the boats of today have to be humanly balanced when tied up to a wharf while making sail for convenience but probably due to lighter spars being used at the present time they will remain upright with the bare poles raised.

It is estimated from 1880 to 1900 there were fifty log canoes built each year in Talbot and adjacent counties and over one thousand in use tonging oysters.

It is an established fact that around 1840 when sails were first employed on these boats, impromptu racing began in going to the oyster grounds and returning at sun-down. This sportsmanship evidenced by these watermen after a hard day's work culminated in the first organized race on the Miles River, Talbot county, Maryland, when a number of boats engaged in a race fo ra silver cup which was won by a punt called the "Douglas" owned by Douglas Harrison, the descendant of whom now has the cup and this first trophy in the racing of these boats was exhibited last year in the Chesapeake Bay Log Canoe Association's display at St. Michaels, Maryland, during the Miles River Yacht Club Regatta.

Every year after this, on the Fourth of July, races were held either off St. Michaels, Oxford, or Claiborne, Maryland. The fastest boats from these communities as well as Kent and Tilghman Islands and the Western Shore would gather to determine the champion.

These canoes being used primarily as work boats to tong oysters were built necessarily of different sizes. A couple of small men whose ability to catch 40 bushels a day, would affect a boat around 27 or 28 feet, whereas a couple of large fellows, whose capacity was sixty bushels, would necessarily have a larger boat. When the racing became more or less organized, it became necessary to have a time allowance. After various attempts to handicap them, it was decided that six seconds per foot length of the boat per mile of the course was the fairest method for these, one sharp at both ends but of different length boats.

These various size boats are evidenced in today's racing fleet by Herbie Griffith's "Pig Witch" of the Miles River fleet and Bobby McVey's "Lively Lady" of the Havre de Grace Yacht Club, our two youngest members with the babies of the fleet 22 and 21 feet respectfully with the "Belle M" 38 feet on the other extreme end.

About 1897 the Chesapeake Bay Yacht Club of Easton, Maryland, sponsored the race under the auspices of the organization, by having Commodore Chipley put up a three legged trophy called the "Anchorage Cup." The conditions of which were to win possession, a boat must necessarily win by three legs. The "Island Blossom," one of the most noted of the pure racing type, won this cup. It was built by Sid Covington, now deceased, of Tilghman Island and owned by William H. Myers, of Oxford. This cup was presented back to the club by Mr. Myers and is now on exhibition in their Trophy Room at Easton.

During the next six years the Chesapeake Bay Yacht Club sponsored the racing of these boats. This period may be termed the "Hay-Day" of their popularity, for as many as twenty were usually on the starting line for the big race on the Fourth of July, for cash prices and a ham for the last boat in, the significance of the ham, so they could grease the boat and do better the next time.

In 1892 Robert D. Lambdin, the same man who put the first center-board in one of these boats, built and sent, as an exhibit from the Eastern Shore of Maryland to the Chicago World's Fair, a full size and perfectly rigged canoe called the "Chesapeake." (This was the original World Fair.)

Due to the innovation of the gasoline engine, the watermen who owned these boats, finding it so much handier to accomplish their work of tonging oysters, dismantled these old racers and placed engines in them, so in a period of a very short time these famous old sailing boats were a thing of the past. This condition went along for a few years and was naturally deplored by all true lovers of the sport of sailing these canoes.

In 1910 there was an attempt made by seven clubs in Norfolk, Baltimore, Washington and Easton, banded together under the name of The Chesapeake Bay Yacht Racing Association, to try and revive or stimulate the lost interest. This effort did not meet with the success it deserved.

In 1921, fourteen years intervening with no canoe racing, the Baltimore Sunday Sun and Evening Sun sponsored their first regatta for the workboat championships of the Chesapeake Bay. In the canoe class there were five entries, "Witch of the Waves," "Island Blossom," "Bay Ridge," "Island Bird" and "Mary Rider." This race was held off Claiborne, Maryland, and won by the "Mary Rider.' The following year the races were held off Bay Ridge in a northeaster and only two boats were able to cross the Bay to engage, the "Island Bird" and the "Bay Ridge." This race was won by the "Bay Ridge." The third year after the second attempt to revive these boat, the racing committee of these regattas decided that the canoes were not work boats any longer and eliminated this class in their schedule.

The Miles River Yacht Club was formed the following year and the owners of these boats acquired membership in this organization and continued the racing of this class in their regattas, having for the first two or three years only three entries, "Mary Rider" "Island Bird" and "Sam."

In 1924, George H. Wilson, of Tunis Mills, Maryland, reconditioned the "Magic" for racing which made four entries. The following year the "Island Blossom" was purchased by Stanley Evans, of Elkton, Maryland, and the "Belle M. Crain", another famous old boat, was reconditioned by Mrs. Searles Rose of Talbot County which made six entries.

The Miles River Yacht Club was so encouraged by the efforts of these few canoe men in the revival of these boats for racing that they decided to accept the trusteeship of an outstanding perpetual trophy to be known as the "Governor's Cup," which was purchased by popular subscription and won in its initial year by the "Magic". This trophy had the desired effect of securing more entries the following year. The first of which was the "Margaret P. Hall' having been built years before for Graham and Lowndes Johnson of star boat fame, having since been sold by them and having an engine in it. The resurrection of the old "Tochwogh" sailed and owned by George D. Lambdin, St. Michaels, the "Reba Main" owned and sailed by W. C. Grieb, of Chestertown, the "May Flower" owned by Howard Strong, of Chestertown, Maryland, and the "Belle Helen," formerly the "Belle Air" owned by Godwin Stevenson, of Philadelphia, Pa., all entered the following year.

The desire of these few people in securing this outstanding trophy was the resurrection or repopularization of the racing of these boats precisely as they were, and the rules and conditions of this trophy were written in an effort to maintain the racing exactly at it was before and shortly after the Civil War and up to that time. Those interested were singularly honored by the building of the first Chesapeake Bay Log Canoe in thirty-five years at Oxford, Maryland in the shops of Harry Sinclair & Son, for John D. Williams of Easton, Maryland, who christened her the "Mystery." Since then Oliver Duke, of Talbot County, has built three more Chesapeake Bay Log Canoes, and entered the last two years one of these boats called "Noddy."

In August 1933 the Chesapeake Bay Log Canoe Association was formed for the purpose of perpetuating the racing of these noted boats under fair and ethical conditions. It is gratifying to this organization to have more of their members entries to offer in competition for the many famous trophies offered by the local Yacht Clubs and decendents of famous builders. To encourage them, more than ever heretofore, a group of the Tred Avon Yacht Club of Oxford, Maryland, are reconditioning "Belle Helen" and she will compete this year skippered by Ralph W. Bailey. A similar group of the Maryland Yacht Club have the support of their organization to fly the club burgee on the "Margaret P. Hall," which will also be very much in evidence this coming year and another small band of canoe bitten enthusiasts headed by Richard Randall, of the Gibson Island Yacht Squadron, will no doubt have an entry ready to carry some of the many famous trophies back to the Island this year.

These men were again honored by the invitation, from Secretary Ira Hand of the New York Motor Boat Show, to exhibit one of their boats in the 1933 show. The "Magic," holding the "Governor's Cup," that year, was the boat decided to make the trip and aroused a great deal of interest, not only with the average sailor who could not quite grasp how the boat carried the enormous sails, but also by a great

(continued on page 7)

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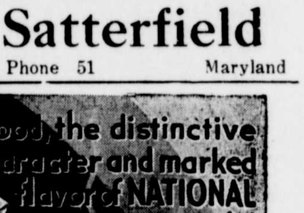
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