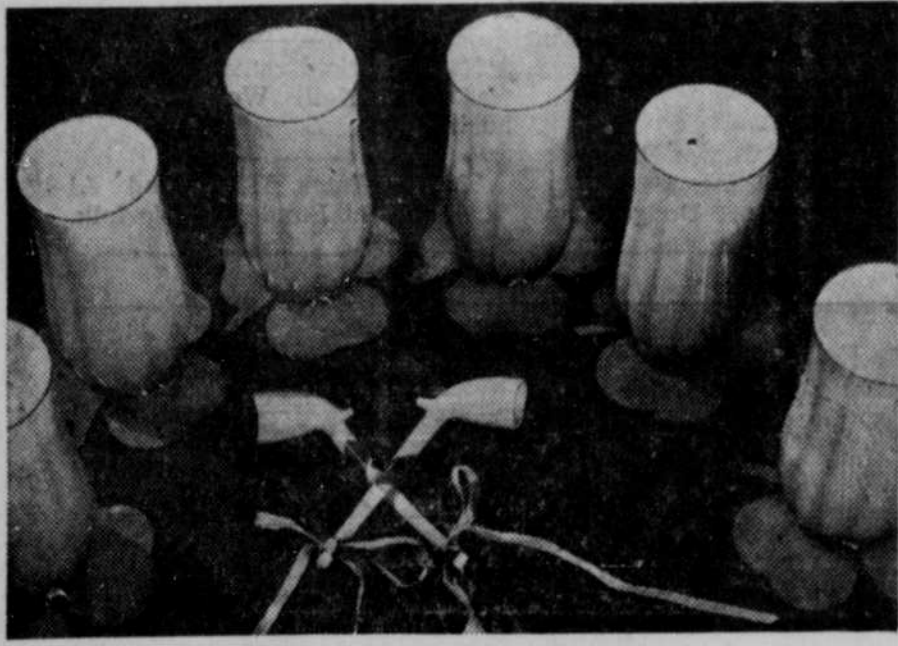


Household News

by Lynn Chambers



Toast for St. Patrick's Day . . . Pineapple Frosties!
(See Recipes Below)

Shamrock Fare

Take your cue from good luck day and let your menu wear green! Bring out your best Pat and Mike jokes and touch up your food for the day with a dash of imagination by applying a green brush stroke, for these are the things which put a halo on your head.

There's a hint of spring in the green touches and in the lightness of this season's menus, so whisk these two elements into your food to give it exciting personality.

With simplicity your keynote and economy your guide, here are some menus for small entertaining on St. Patrick's day.

Menu I.

- Afternoon or Evening Snack
- Pineapple Frosties
- Finger Sandwiches
- Pop Corn Nougat

Menu II.

- Bridge Refreshments
- Shamrock Salad
- Prune Bread With Cream Cheese Spread

Coffee or Tea Cornflake Chews
A drink with plenty of tang and vitamins is this one called a Pineapple Frosty. Its vitamins B1 and C will boost your energy quota and at the same time give your teeth and bones a new lease for spring.

Pineapple Frosties.

For each serving use a six-ounce glass of unsweetened pineapple juice and a generous scoop of sherbet. Chill a large beating bowl, add well-chilled pineapple juice. When the sherbet begins to soften, beat the ingredients until they are well-blended and frothy. A jar or shaker or automatic beater may be used to blend these together.

Pop Corn Nougat.

1 1/2 cups corn syrup
1 1/2 cups sugar
1/2 cup warm water
1/16 teaspoon salt
3 tablespoons honey
2 egg whites
1 cup chopped pop corn
2 tablespoons candied cherries, cut fine
Cook syrup, sugar, water and salt until brittle when tried in cold water. Put honey in a large bowl, place over pan containing hot water to keep honey warm. While candy is cooking, beat egg whites stiff and fold through honey. When syrup is cooked to the proper stage, pour it slowly over the honey and egg, beating hard with wooden spoon. Beat until the surface has a satiny appearance. Fold in pop corn and cherries, press into buttered pan.

Ever so good, ever so simple, and very pretty describes this light green salad in today's column. The grapefruit and lime flavored gelatin are a spirited combination that work the right kind of magic.

Lynn Says:

As fish gains prominence in menus, are you wondering how you can make it appetite-tempting? Here is a guide:

Nice to dip in egg and bread crumbs and fry in shallow fat: perch, pike, haddock, halibut, cod, sole, lake trout, salmon, in steak or filet form.

Good for baking with or without a stuffing: the large fish, like whitefish, haddock, halibut, walleyed pike, salmon steaks, lake trout.

First class for deep-fat frying: oysters, shrimp, scallops. Dip these in beaten egg and crumbs and fry in deep, hot fat.

Baked in loaves or timbales: haddock, salmon, tuna, cod.
Stuffings that go well with baked fish: bread stuffing (the same kind you make for your fowl); celery stuffing, or rice stuffing (try this with pike!); For rice stuffing, combine 1 cup cooked rice with 1/2 pound sautéed mushrooms, 2 tablespoons of chopped onion, 2 beaten eggs, 1/4 cup celery, all cooked with 1/2 cup butter. This makes enough for a 3 to 4-pound fish.



WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
(Consolidated Features—WNU Service.)

NEW YORK.—The cost-plus issue, stirring again, makes this World war seem a bit more like the first one. Maj. Gen. Eugene Reybold, chief of the United States army engineers, defends the cost-plus system in wartime construction. He tells the Associated Contractors, meeting at Indianapolis, that the big idea when there is a war on is to get things done, and that the contractors "have fulfilled their responsibilities satisfactorily."

General Reybold is the famous flood battler, who has won more decisions over rampaging rivers than any man in or out of uniform. Getting a half-nelson on the Mississippi, in 1937, he didn't figure the cost, plus or minus, but he licked the flood. His system always has been to beat the river to the punch, by a spillway, blowing up a dam, flooding lowlands or by any possible device or stratagem in his lore of flood-fighting. He knows them all.

In these encounters, particularly in 1937, he met difficulties comparable to those of the "scorched earth" tactics of modern warfare. Farmers and planters frequently opposed his drastic measures, but he carried on tactfully and won their co-operation.

He became chief of the engineers in September of last year, succeeding Maj. Gen. Julian L. Schley. He knows rivers and river towns like an old time steamboat captain, also lakes and harbors, and any old settlers in Memphis, Little Rock or Buffalo is apt to know all about him. From 1927 to 1932, he was stationed in Buffalo as assistant and district engineer on river, harbor and dredge operations. He was the U. S. representative on the International Niagara River Control board from 1925 to 1932, later district engineer at Wilmington, N. C., and was engaged in river control work at Memphis when he was chosen to lead the engineers.

AS AN air force officer, sounding sharp warnings against a day of doom and begging for bigger and better planes, Maj. Gen. Frank M. Andrews gained distinction as the man who never was afraid to stick out his neck. There is a hopeful augury in the fact that Lieutenant General Andrews, which he has since become, is supreme commander of the Caribbean defenses.

His Urgings Now Commonplaces in Sphere of Planes

The Caribbean command, one of the most critical of defense areas because of the Panama canal, was assigned to General Andrews last July. Two months later, the general made a survey of the entire area and thereafter there were reports that he had insisted on a completely consolidated army and navy authority. This authority was established late last month, as a result of the Roberts report on Pearl Harbor, according to guarded reports from Washington. It might have been assumed, in the light of past performance, that the general would not accept divided authority.

The general did not fly with the A.E.F. in the First World war, but was in the air over Germany, from 1920 to 1923, and in the succeeding years gained army fame by a series of brilliant aerial exploits. In 1934, riding a Martin B-12 bombardment plane, he established a world record for 1,000 kilometers.

Becoming commander of the general headquarters air force in 1935, he vehemently urged a technological shakeup in plane design and equipment and campaigned for many innovations which later came through. He was one of the first to urge airplane cannons and also one of the first to prophesy that planes soon would be useless without armor plate, and to demand this protection. He also was out early demanding large scale civilian training for the air forces. He was born in Nashville, Tenn., and graduated from West Point in 1906.

He threw away canned speeches which had been prepared for him and said his own say so effectively that he became known as one of the best talkers in the army—always talking up intelligent and co-ordinated defense. He fought with the cavalry on the Mexican border before he found his wings, in 1917. He frequently has been called "the hand-somest man in the army," although he is a bit on the rough-and-ready side and his somewhat unco-ordinated hair is never slicked down. If there is a swivel-chair officer in the army, he isn't the man.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Fighting Ships at Sea, Despite Size, Need Air Protection for Success . . . Soviet Strategy Stamped 'O. K.' . . .

WASHINGTON.—The only reason that the Nazis—and Italians—have not run the Mediterranean fleet of the British out of "Mare Nostrum," or destroyed it, according to a very competent British official here, is that the British admirals in that sea simply will not move their ships unless they are accompanied by ample air power.

For instance, when the daring raid on Genoa by British war ships thrilled Britain the attacking ships were accompanied by an aircraft carrier. In contrast the destruction of the Repulse and the Prince of Wales occurred because they did not have the protection of fighting planes. In which connection it should be remembered that either a dive bomber or a torpedo plane is a set-up for a fast fighter.

Most of our reactionary admirals—who pooh poohed the notion of battleships being sunk by aircraft—have not been convinced. They have turned PART of the way. But not enough, if we are to accept the arguments of the air enthusiasts.

Men like Major Alexander P. de Seversky are convinced that most of the battleships now under construction, and which are consuming such huge quantities of steel that is badly needed for other things—and expert workmanship is even more desperately needed—will be obsolete by the time they are finished.

"A battleship," says Seversky, "venturing within range of enemy aviation operating from primary bases can hope to survive only if it is escorted by aviation equal to or superior to the total aviation on those bases. It is thus very much like a machine gun being conducted to its task by an escort of Big Berthas."

Most of the admirals say that we must have the battleship to "finish the job." This is on the old-fashioned, pre-World war doctrine that the battleship will be afloat, and some of their guns able to fire, after everything else has been sunk.

Airplanes Sink Them

That was before the admirals conceded that a battleship COULD be sunk by an airplane, though many of us had been convinced of this by Gen. William Mitchell off the Virginia Capes back in 1922. But American, British, and even a Japanese battleship have been sunk by airplanes since dawn of December 7. Most of the sinkings were by torpedoes fired by planes, the weapon which made the Bismarck unable to navigate before she was damaged seriously by shell fire.

Another point in this battleship argument is that the Japanese, in their smashing advances in the Southwestern Pacific, have not used battleships to any important extent.

Japanese battleships were so scarce in these attacks—which certainly were intended to "finish the job"—that most experts thought the main Japanese fleet was in the Marshall and Caroline islands. This is probably why our fleet made a surprise attack on the Marshall islands.

Nor are U. S. battleships able to do anything about relieving General MacArthur, they being just as helpless to aid him as the Japanese battleships are to join in the attack he has been withstanding.

It seems as though the country is entitled to an intelligent defense for expending so much of our productive capacity on battleships.

Finish Off Hitler First Is Plan

Both President Roosevelt and Prime Minister Churchill are in entire accord with the Soviet strategy. They do not share the popular impatience with Stalin for not loosing his bombers in attacks on Tokyo, arms factories, oil storage tanks, etc., in Japan. They agree with the Red dictator that the main job is to finish off Hitler—that tending to Japan and any other allies of the fuhrer will be just a "mopping-up" operation.

"Stalin may be a dictator," said one high government official to a little dinner group, "but he does have to pay some attention to public opinion even at that. Obviously, if public opinion goes against the best strategy in a life-and-death war, Stalin does not have to bother. He does not have to risk an election as Lincoln did in 1864."

There is another line of reasoning which has brought Roosevelt and Churchill into accord with the present Soviet policy of not attacking Japan. Both executives are profoundly convinced that Hitler is the main enemy. They want him beaten. And they are inclined to agree with Stalin that for him to risk an attack in the Far East might result in failure on both fronts.

It is pretty much the same logic which Churchill expounded in his address in the U. S. senate chamber. He said the question was asked why there were not more men and more planes in Malaya. His answer was Libya. To have divided his forces, he said, would have been to risk failure on both fronts.

THINGS for You TO MAKE



APPLIQUE costumes complemented by traditional wooden shoes give a picturesque appeal to these new Dutch tea towel motifs. Industrious little Gretchen decorates the towels for Monday, Wednesday and Friday; her very best

Man of Wit

I know a man of wit who is never easy but when he can be allowed to dictate and preside; he never expects to be informed or entertained, but to display his own talents. His business is to be good company, and not good conversation.—Jonathan Swift.

boy friend, Hans, is on Tuesday, Thursday and Saturday's towels. Sunday's motif shows them both, as on the panholders.

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Raleigh coupons are good for cash or premiums like these . . .

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- Kitchen Ensemble. Attractively decorated set of eight kitchen containers.
- Walnut Serving Tray with colorful inlay, 13 1/2" x 19". Beverage-proof. Very practical.
- 100 Defense Savings Stamps may now be obtained through Brown & Williamson. Send 133 Raleigh coupons for each dollar stamp. Defense Stamp Album, shown above, free on request.
- Coffee Table with inlaid top of beautifully matched walnut and mahogany.

B & W coupons also packed with Kool Cigarettes. Write for the premium catalog.

\$500 THIS WEEK IN PRIZES

WRITE A LAST LINE TO THIS JINGLE

HERE'S WHAT YOU DO
It's simple. It's fun. Just think up a last line to this jingle. Make sure it rhymes with the word "pack."
Write your last line of the jingle on the reverse side of a Raleigh package wrapper (or a facsimile thereof), sign it with your full name and address, and mail it to Brown & Williamson Tobacco Corp., P. O. Box 1799, Louisville, Kentucky, postmarked not later than midnight, March 21, 1942.
You may enter as many last lines as you wish, if they are all written on separate Raleigh package wrappers (or facsimiles). Prizes will be awarded on the originality and aptness of the line you write. Judges' decisions must be accepted as final. In case of ties, duplicate prizes will be awarded. Winners will be notified by mail.
Anyone may enter (except employees of Brown & Williamson Tobacco Corp., their advertising agents, or their families). All entries and ideas therein become the property of Brown & Williamson Tobacco Corporation.

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- Second prize . . . 50.00 cash
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