

Household News

by Lynn Chambers



Menu Inspiration—Strawberries in Season
(See Recipes Below)

Strawberry Doings

Once again this red, bright berry is coming into its own, as strawberries dot the markets in this spring into summer season. For the lilt that it gives to foods in which you use it, for the harmony with which it combines with other foods, and for its own natural goodness, the strawberry rates a column by itself.

Honey Strawberry Jelly.
2½ cups strawberry juice
1 cup honey
2½ cups sugar
1 package dry pectin

Crush strawberries and drain through jelly bag without cooking. Measure juice, add pectin and place over hottest fire. Bring to a full rolling boil. Add honey and sugar and again bring to a full boil. Continue boiling for ½ minute. Remove from fire, skim, pour into sterilized jelly glasses and seal.

You will be allowed extra sugar for canning in spite of the sugar rationing, so do not be concerned over the amount of sugar called for in this recipe.

Strawberry Marmalade.
(Makes 12 6-ounce glasses)
1 quart strawberries
2 oranges
2 lemons
½ cup water
7 cups sugar
½ bottle fruit pectin

Remove peel from oranges and lemons and cut off white membrane. Put peels through a food chopper. Add water and bring to boiling. Cover and simmer 10 minutes. Add orange and lemon pulp and juice. Simmer 20 minutes. Add crushed strawberries. You should have 4 cups of fruit. To this add the sugar. Bring to a boil, and boil 5 minutes. Remove from heat, stir in pectin. Let stand 5 minutes. Skim. Seal in hot sterilized glasses.

If you want to ride the crest of popularity with family or guests, then arm yourself with a few strawberries, a bit of sugar, an egg beater, and old faithful, the refrigerator, and in no time at all you will have a perfect dessert for lunch or dinner or afternoon refreshment:

Lynn Says:

Honey Hints: With increased use of honey in prospect you will want to learn to use it most economically. Honey is different chemically from sugar so follow all amounts given in recipes carefully for best results. They have been tested to give you the necessary correctness in cooking. To measure honey, use a greased or a moist cup so it will pour out readily to the last drop. A greasing brush is an economical way to grease the cup. In measuring spoonfuls of honey, dip the spoon first into cooking oil, melted butter or liquid fat before dipping in honey. Keep liquid honey in a warm place, about 75 degrees or over. Avoid damp places of storage. Comb honey is better kept at room temperature rather than in the refrigerator. To liquefy honey that has granulated, place in a bowl of warm water, just warm enough for a hand, and leave in until all crystals have dissolved. Cakes made with honey taste different from cakes made with sugar and seem less light and fluffy when baked. But the cakes will be moist, flavorful, and nice textured if you let them stand from a day to three days to age properly. Place honey jar in warm water for about 10 minutes before using.



WHO'S NEWS THIS WEEK

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

Nation's Dogs for Defense; 'Sick 'Em' Is Their Battlecry

NEW YORK.—Just as we were thinking we ought to get the Hound of the Baskervilles on our side in this war along comes the news that this is being attended to. Our national dogpower is being mobilized, the dogs are being trained for the army quartermaster corps, the navy and war industries—mostly sizable dogs so far, with deferred ratings for pekes and toys. They're good night-workers and the only slogan they need is "Sick 'em!"

It's a dream come true for Harry I. Caesar, the dog-fancying banker who for many years has been the four-square friend of the four-footers and who is now president of Dogs for Defense, Inc. More than 150 dog-conscious delegates from many states attended the organization meeting in New York recently, and laid out plans for the elite guard of dogdom, with the kennel clubs and the American Theatre wing co-operating. Col. Clifford Smith of the quartermaster corps told the meeting that "One well-trained dog is the equivalent of six guards." The dogs also will serve in their traditional role as the lonely soldier's pal.

Mr. Caesar stems from a long line of Indian-fighting colonial ancestors, going back to around 1650 and dogs have always figured romantically in his family antecedents. His financial operations head up in New York, and he is a public-spirited citizen of Rumson, N. J., former councilman of that town and active in welfare and philanthropic enterprise.

From Brooklyn he went to Hill school, Princeton and Wall Street, landing in the latter narrow thoroughfare in 1913 and soon thereafter becoming a director of the banking house of H. I. Caesar & Co. In World War I, he served as a captain in France, prospered in business in the post-war years, and had plenty of time for dogs, friends, clubs, golf, tennis and amateur war strategy.

A REPORTER once asked the late Clarence Darrow to explain the basic success principle of his career. "Getting out of hard work," said Darrow, "I didn't like pitching hay and looked around to see who made the most money with the least work." Naturally, I became a lawyer.

J. H. Kindelberger, president of North American Aviation, Inc., reacted similarly, and successfully, from digging ditches. He heads one of the biggest aviation plants in the world and is now uniquely in the news as he hands back to the government \$14,000,000 rather than take it as a profit. He says increased efficiency has cut plane costs 33½ per cent, and the government, considering its present urgent needs, ought to get a cut in this technological gain.

It was a six-months' stretch of ditch-digging on a fortification project at Norfolk, Va., which made young "Dutch" Kindelberger decide to forswear forever a pick-and-shovel career. He quit the army engineering corps and qualified for special engineering studies at the Carnegie Institute of Technology, in 1916 and 1917. Then he got a job as an apprentice engineer with the National Tube company at Wheeling. He became a draftsman and inspector, with, however, plenty of hard work, and that, of course, disposes of any cynical implications in his and Mr. Darrow's success story.

At 30, he was a draftsman with the Glenn L. Martin Airplane company, when Donald Douglas withdrew from that firm and founded his own company. Mr. Kindelberger went along as chief engineer of the Douglas Aircraft company—on his way up. He engineered some highly effective new planes and caught on in administration and finance, as well as in technical operations. He has been president of North American since 1934, with his home and business office at Los Angeles.

Born in Wheeling, W. Va., in 1895, he was a second lieutenant in the aviation corps in World War I. In 1919, he married Miss Thelma Knarr, at Wheeling. They have two children. He backsides a bit, digging in his flower garden. The government is no doubt happy to know that he quit ditch-digging. He has been frank about his run-out on ditch-digging, but his career shows that he doesn't mind work. And sharing the profits with the government is a sharp stand-out against the capitalization writeups of boom years.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Navy Forced to Reveal Enemy Subs Destroyed . . . Buck Being Passed On U. S. Synthetic Rubber Program . . .
(Bell Syndicate—WNU Service.)

WASHINGTON.—Public opinion forced the radical revision of the navy's policy of not announcing the sinking or capture of submarines. The other day when the sender of the "Sighted sub; sank same" message got his second U-boat (and was promoted to ensign) the navy department announced that at least 28 subs had been put out of action. This was still far from what the people wanted to know. For instance, the official statement said that these 28 had been eliminated "in the Atlantic and Pacific"; so obviously it includes some Jap subs sunk in the Southwest Pacific. What the people were worked up about was the sinkings by subs in the Atlantic, which had become such a menace as to worry the British government.

If we had been told more often just how many subs were being sunk in the Atlantic and particularly in waters close to our own shores there may have been a greater feeling of relief. The navy still likes the notion, which originated with the British navy in the last war, that it is much better tactics not to let the enemy know when one of its subs has been destroyed, captured, or damaged.

Silence on Subs Sunk

The theory of the British, which we have adopted, is that the German admiralty has a pattern in its placing of submarines for operations against supply lines. The thought is that when a couple of holes have been smashed in this pattern, and the enemy does not know it, we can take advantage for a short period, perhaps reaching into weeks, of that superior knowledge—run ships through the hole in the line, so to speak.

This theory is supported by a wealth of experience, the British admiralty believes, so it is difficult to argue against it.

It is supported also by the fact that while submarines can surface at night and listen for radio orders they do not dare use their own wireless for sending. To do so would locate them for hostile warships and planes.

But people like to hear about the enemy getting hurt, especially when there is so much bad news. Generals have been known to allow their troops to fire at the enemy when they KNEW it was just wasting ammunition, just to keep the morale of their men up.

So the navy now is doing the best it can in that direction without actually flying in the face of the major strategy in submarine warfare. Hence the announcement that 28 submarines have been put out of action "in the Atlantic and Pacific."

It is not always easy to be SURE that a submarine is demolished. But in most of the attacks on the Atlantic coast the locating of a sub and the dropping of the depth charges have been done by airplane, and a man in a plane, circling over the spot where the quarry was last seen, has a much better chance of determining whether the attack was effective than would the men on a destroyer, due to the fact that one can see farther under the surface from a plane than from a destroyer's bridge.

Background on Present Rubber Situation

There is too much buck passing on this synthetic rubber situation. Assistant Attorney General Thurman Arnold is trying to hang all the blame on the Standard Oil Co. of New Jersey.

Actually the company seems to have done a pretty fair job in trying to interest the government in time to have prevented the present shortage of tires and other necessary war material. Jesse Jones' enemies have tried to pin the nickname "Bottle Neck" on him. Actually it has been shown pretty conclusively that it was President Roosevelt himself who blocked the synthetic rubber program.

So what? It is rather difficult to survey all the facts that could have been before the President at the time and then charge that he showed bad judgment. On the facts in hand, it should be admitted that, the President's judgment was not only good internationally, but—much more notable—sound economically!

Let's look at the picture as it was at the time he made the decision. Here was a proposal to make rubber out of oil. There were two kinds—two processes. Both of them were more expensive than production of rubber from the sap of rubber trees. One of them was definitely admitted not to be as good as natural rubber.

Either would cost more than we were paying the British and Dutch for rubber, which was 22 cents a pound. But—we knew that the British and Dutch could produce rubber and sell it to us at a profit at 10 cents a pound!

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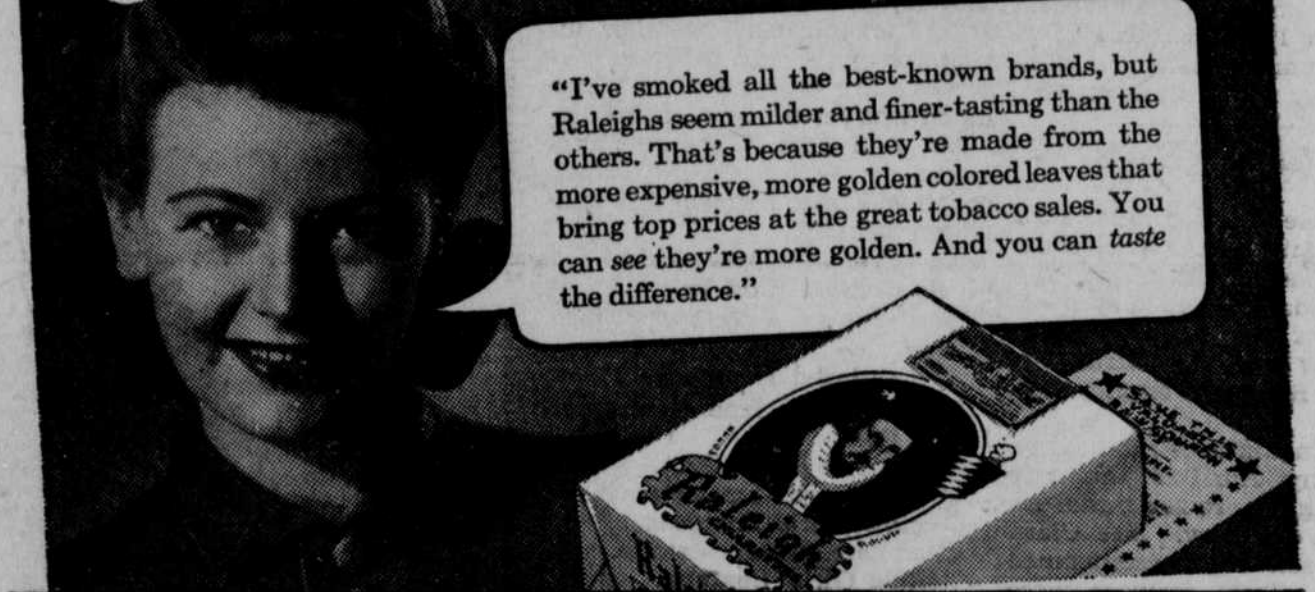


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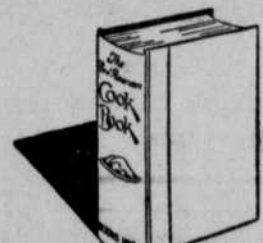
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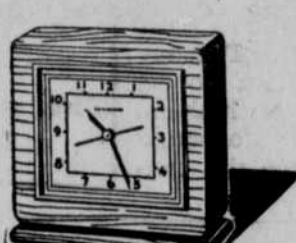


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