

Household News

by Lynn Chambers



Fresh-From-the-Vine Grapes Make Clear, Bright Jelly!
(See Recipes Below.)

Meals—With Zest

Does meal after meal slip by unnoticed, eaten only because it does away with hunger? Do your meals pull their punches so to speak—look good, have proper balance, contrast in texture, etc., but still seem to lack something vital?

A dinner, lunch or breakfast that lacks a sense of completeness is like a ham sandwich without mustard, meat without seasoning, fish without a tart sauce, a pie without a flaky crust. The small things that do big things for menus are the relishes, pickles, jams and jellies, which brings me to today's topic.

Relishes such as pickles, jellies, preserves and preserves can supply that sense of completeness to a meal if you use them with a thought to flavor affinity.

For chicken try strawberry or plum jam. Goose calls for spiced peach jam or apple jelly. Orange and cherry jam or relish are tops with bland duck. Spiced grape jam or gooseberry jams are "musts" with beef just as mint or crabapple jelly are musts with lamb. Pair off that golden brown ham with plum jelly or horseradish mixed with grape jelly. Veal needs currant or blackberry jam.

If you can't get quince jelly, try cranberry jelly with pork. Liver will be extra good with tomato relish.

Think of all the plate lunches and sandwiches you are going to serve the year 'round for lunches, snacks and pack-up boxes. You'll need these:

- *Bread and Butter Pickles.**
(Makes 8 pints)
12 large cucumbers
4 onions, sliced
4 cups sugar
1 quart vinegar
3 cups water
4 teaspoons celery seed
4 teaspoons mustard seed
2 teaspoons turmeric

Cut cucumbers in $\frac{1}{4}$ inch slices. Soak with onions in strong salt water for 4 hours. Combine remaining ingredients and bring to a boil. Add strained cucumber and onion slices. Bring to a boil again and boil 5 minutes. Pack into hot, sterilized jars.

Concord grapes are plentiful in the fall and make delicious jelly. You can substitute corn syrup in this one:

- *Concord Grape Jelly.**
(Makes 11 medium glasses)
4 cups juice
7 $\frac{1}{2}$ cups sugar
 $\frac{1}{2}$ bottle fruit pectin

You will need about 3 pounds of grapes for four cups of juice. Wash and stem grapes and crush grapes. Add just enough water to keep from scorching, bring to a boil and sim-

Lynn Says:

The Score Card: Cantaloupe supplies for this year will be lighter because of curtailed production, but watch your markets for the "peaks" of the season as supplies come in from California, Arizona, Georgia and South Carolina.

Recently a group of prepared cereals have had their whole grain nutritive values restored or are now made from whole grains so watch labels when doing your buying.

The peach crop this year will be like last year—one of the best, according to present indications. Heavy shipments have already started coming in and production will climb up to about 50 million bushels—a new high.

Broilers and fryers will be abundant during these next few months, so don't miss out on good fried chicken or crisply browned and broiled chicken. Young chickens are abundant now because of increased war poultry production.

Canned foods will come in fewer sizes this fall and winter in the effort to cut down on use of tin.

Your Canning Shelf

- *Concord Grape Jelly
- *Quince Honey
- *Peach-Plum Butter
- *Bread and Butter Pickles
- *Pickled Peaches
- *Chili Sauce
- *Recipes Given

mer 5 minutes. Strain juice through cheesecloth. Measure out 4 cups. Measure sugar and mix with juice. Bring to a boil over hottest fire, stirring constantly. Bring to a full, rolling boil and boil hard $\frac{1}{2}$ minute. Remove from fire, skim, and pour into hot, sterilized jelly glasses. Paraffin at once.

Note: 2 cups of light corn syrup may be substituted in this recipe for two cups of sugar. Use $\frac{5}{8}$ cups of sugar and 2 cups light corn syrup in the recipe for Concord Grape jelly.

- *Peach and Plum Jam.**
(Makes 8 small glasses)
1 pound blue plums
 $\frac{1}{2}$ pounds peaches
1 box powdered fruit pectin
4 $\frac{1}{2}$ cups sugar
Or
2 cups light corn syrup
2 $\frac{1}{2}$ cups sugar

Peel and pit peaches. Chop finely. Pit plums and chop until fine. Add powdered pectin (or pectin, sugar and corn syrup.) Mix well and bring to a boil, stirring constantly. Bring to a full rolling boil, and boil hard 1 minute. Remove from heat and skim. Pour into hot, sterilized glasses and seal.

Quinces come into their own in the fall and if you're fond of them, plan to put up some:

- *Quince Honey.**
(Makes 6 small glasses)
1 $\frac{1}{2}$ pounds quinces
2 $\frac{1}{2}$ cups water
2 tablespoons lemon juice
3 cups sugar

Wash, pare and core quinces. Add water to peelings and cook 30 minutes. Grate quinces very thin, or slice thinly. Weigh pulp and add 1 pound. Add lemon juice and strained liquid from peelings. Cook until tender, add sugar, and cook until two drops fall from spoon at same time, or when a drop jells easily on a saucer. Pour into sterile glasses and seal.

Nothing compares to the sweet, spicy, home-like smell of the making of chili sauce:

- *Chili Sauce.**
(Makes 5 quarts)
1 gallon chopped, peeled tomatoes
1 cup chopped onions
 $\frac{1}{2}$ cups chopped green peppers
1 cup vinegar
1 cup sugar
3 tablespoons salt
1 $\frac{1}{2}$ teaspoons ground allspice
2 tablespoons cinnamon
1 $\frac{1}{2}$ teaspoons cloves

Tie spices loosely in cheesecloth. Boil with vegetables until mixture is reduced to half its original quantity, stirring all the while to prevent scorching. Add vinegar, salt, sugar and boil rapidly for 5 minutes. Pour into hot sterilized jars and seal immediately.

- *Pickled Peaches.**
(Makes 8 pints)
3 cups honey
3 cups vinegar
2 cups water
1 teaspoon salt
1 tablespoon whole cloves
2 sticks cinnamon
5 quarts peaches

Heat honey, vinegar, water and salt. Scald peaches, remove skins and insert cloves. Place a few in the boiling syrup, add cinnamon and cook until peaches are tender, and acquire a slightly transparent look. Pack in sterilized jars, cover with boiling syrup and seal.

What are your food problems? Cake making? Bread making? Pickles, jams, jellies? Children's lunches? Miss Lynn Chambers will be glad to give you expert advice on your particular problem, if you write her explaining what you want to know, at Western Newspaper Union, 210 South Desplaines Street, Chicago, Ill. Please enclose a stamped, addressed envelope for your reply.

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WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
Consolidated Features—WNU Release.

NEW YORK.—It might be a good idea to turn Glenn L. Martin loose on this cargo plane job and let him see what he can do. We once saw him pull through a doubtful enterprise which wasn't nearly so good a short-end bet as making cargo planes in a hurry.

It was at Avalon Bay, Los Angeles, in 1912, when aviation was fascinating outdoor vaudeville, with its hall mark of world destiny still hidden. Bleriot, the French flier, had out-stunted our lads by a flight over the English channel.

On this golden day in 1912 there appeared at the water's edge a clumsy looking kite, precariously poised on a single wooden pontoon. Word got around that this Martin, whoever he might be, was actually going to fly this thing over to Catalina island, 20 miles away.

Young Martin had been ramming around with barnstorming troops, with home-made planes, known to fliers as a daring innovator, but with the public in general not quite sure of even his first name. Lincoln Beachey, Art Smith, St. Christopher, Bob Fowler and others had found in the California skies a clear field of operations and Martin was one among many there, having a good time in what seemed then a sport, rather than a business. At any rate, bankers of the day so regarded it.

He had built his Catalina Clipper in an abandoned church, with such material as he might come by, without benefit of bankers. We recall that it had a quaint, homespun look. It seemed that it might do almost anything except fly. Getting ready for the take-off, young Martin wasn't paying any attention to the skeptical crowd. He tightened up some bolts, put an inflated rubber tube around his neck, and strapped a compass around his leg. Then, to state it precisely, he flew to Catalina.

Just in passing, when he reached the financial, as apart from the technical, stage of his operations, he wore most elegantly tailored black flying suits, and no more messing around in dungarees. His flying mates called him "Dude Martin," but this get-up achieved an effect of safe and sane conservatism and it was not surprising that he got backing from the bankers.

THE last time we saw Waldo Frank was in the summer of 1939, on our terrace in the country. It was a month or two before the war started and Mr. Frank was deeply troubled.

It was a dead-end conversation, every way we turned. War was coming—that that Mr. Frank felt sure. We would be pulled in, and we wouldn't be ready, either with arms or understanding.

The mood of the conversation is more clearly recalled than just what Mr. Frank said. However, we do remember that he was sad because continental America had not shaken loose from a dying Mediterranean civilization and built a proud and safe and cohesive civilization of its own.

A short, stocky man, with a loose tweed suit and a neat black moustache, he moved down a trail in the dusk to a dark cave of interlocking forest trees. The dark trail led to Buenos Aires where he lies today, a casualty of a war of ideas which he has been waging for more than 20 years.

Six Fascist thugs beat him with the butt of a revolver, after the Axis-inclined Argentinian government had found him persona non grata.

His book, "Our America," published in 1919, was both an exalted declaration of faith and a disquieting appraisal of our complacent and slovenly failure to realize what the gods had bestowed on us, and to measure up to this endowment. In this and many later books and magazine articles, he preached a somewhat mystic philosophy of "The Whole," with such earnest faith and plodding persistence that it is not surprising that he carried his challenge to the dangerous political front of Argentina.

During the decades in which he wrote nearly 40 books—he is one of the most prolific of American writers—Mr. Frank was profoundly interested in South America, in his conviction that North and South were interdependent, in their cultural and economic destiny. When he first was in Argentina in 1929, the president provided him an airplane for his tour of the country. It was in that year that he visited the principal cities of South America, on a lecture tour, appealing for continental solidarity.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Plane Production Exceeds Expectations . . . Air Freighters to Overcome Sub Menace?
Bell Syndicate—WNU Features.

WASHINGTON.—Praise is never as interesting as blame, but if we examine only what has happened since December 7 the air service, from top to bottom, has done a pretty good job. Up to December 7 there may be many opinions. The defense of the air services, both army and navy, was that they could not do much planning without knowing WHAT they were going to be called on to do until this country became actually involved, and the White House told them what was wanted.

So the thing divides into three chapters: Before Pearl Harbor, the events of December 7 themselves, and since December 7.

We can dismiss the period BEFORE December 7 by admitting that up to that time the admirals and generals, as a whole, underestimated woefully the striking power of airplanes. Up until then there was considerable skepticism, for example, among not only our admirals but the British, as to whether a battleship could be sunk by airplanes. They know better now.

But the admirals and generals do not deserve ALL the blame for what happened before Pearl Harbor. There was no such planning for war as should have been done, in view of the fact that we were so surely drifting into it.

The success of the Japanese surprise attack in destroying planes on the ground both in Hawaii and in the Philippines is a separate chapter which has been fully discussed. **Mass Production Promised**

BUT SINCE December 7 the air services have really given a good account of themselves. It is not permitted to give figures, but the number of pilots, bombardiers, gunners and navigators trained is extraordinary, and the fighting which has been done by our planes all over the world, including participation in some of the bombing raids over continental Europe, is something of which we can be proud.

Similarly the production of planes has more than come up to President Roosevelt's expectations. There are troubles and bottlenecks galore, but the plain truth is that these bottlenecks, in many instances, are caused not by failures in those weak links in the chain, so to speak, but in the surprising production in OTHER links, thus turning them into bottlenecks.

When one reads of shortages of critical materials, one must remember that there would be no shortages if production had not exceeded expectations. Obviously, if the expectancy is 100, and the production is 150, of any given article, be it a ship or a plane or a tank, some essential will be found short. Provision had been made for 100, not 150.

In Ten Months' Time A Masterful Achievement!

Production of those cargo-carrying airplanes, designed to overcome the submarine menace by delivering war supplies by air, is promised by Henry Kaiser within ten months after he gets the contract. This is a much earlier delivery date—assuming the contract is made—than anyone has even speculated upon.

Before any formal proposal, Kaiser has said to officials, he wants to know several things, the most important of which is—does the government want this effort started, and if it does, how many planes does it want?

There is no doubt that Kaiser is a disturbing figure in Washington. He was regarded for a long time practically as a crank. He had to work pretty hard to get a hearing. The best evidence of the change of attitude that has occurred is the fact that recently, when it was announced that he would speak at a luncheon of the National Press club, it was necessary to hang out the SRO signs well in advance.

"What we are interested in," Douglass is fond of saying, "is not how much a ship weighs, or how much water she displaces, or any one of half a dozen other details. But we are enormously interested in how much freight she will carry, and how long it will take her to get from one port to another."

He then always hastens to point out that the arm chair strategists must not assume that a ship which makes 20 knots is twice as good, for cargo delivering purposes, as one which makes 10 knots. There are two complications to such simple arithmetic.

One is that the ship capable of making 20 knots is apt to take just as long to load, and just as long to unload, as the ship which can make only 10 knots. The other is that the faster a ship is the more fuel she consumes per mile.

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ASK ME ANOTHER?

A General Quiz

- The Questions**
- 1. Is sterling silver the same as solid silver?
- 2. Who said genius is 2 per cent inspiration, 98 per cent hard work?
- 3. Do trees die of old age?
- 4. What city is built on seven hills?
- 5. What king of England couldn't speak English?
- 6. What is meant by "eminent domain"?
- 7. Did Washington wear a wig?
- 8. What civilized country, about 40,000 square miles in area, has no railroads?
- 9. In what state may one pass through the settlement of Purgatory, enter Hell's Gate into Purgatory and pass on to Paradise?
- 10. What was the "Flying Dutchman" and what did it portend?

The Answers

- 1. No, sterling is but 92.5 per cent silver and 7.5 per cent copper.
- 2. Thomas A. Edison.
- 3. Almost never. Invariably, if not cut down, they are blown over by the wind or struck by lightning.
- 4. Rome.
- 5. George I.
- 6. The right which the government reserves to take private property for public use.
- 7. Washington powdered his hair and tied it up in a queue, but he never wore a wig.
- 8. Iceland.
- 9. Virginia.
- 10. A spectre ship reported seen in bad weather about the Cape of Good Hope, supposed to presage bad luck.



8206



8189

School Frocks

THRIFTY mothers who make their children's school clothes will find today's patterns very timely! At top is a panel front style with a flat front guaranteed by sashes to tie in back. Below is a style featuring a raised skirt line—flattering as can be to young figures.

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Spiritual Power

The vision of spiritual power, even as we see it in the imperfect manifestations of human life, is ennobling and uplifting. The rush of courage along the perilous path of duty is finer than the foaming leap of the torrent from the crag. Integrity resisting temptation overtops the mountains in grandeur. Love, giving and blessing without stint, has a beauty and a potency of which the sunlight is but a faint and feeble image. When we see these things they thrill us with joy; they enlarge and enrich our souls.—Henry Van Dyke.

What Causes Your Constipation?

The super-refined foods we eat these days too often do not give us enough "bulk food." And medical science tells us that lack of sufficient "bulk" is one of the commonest causes of constipation!

If that is your trouble, harsh cathartics and violent purges are, at best, only temporary remedies. How much better to get at the cause and correct it! Why not make sure that you are getting the "bulk" you need by eating Kellogg's All-Bran? All-Bran is a delicious, crispy cereal that millions of folks rely on. Eat All-Bran yourself—eat it daily—and drink plenty of water—not only to get regular but to keep regular. All-Bran is made by Kellogg's in Battle Creek. If your condition is not helped by this simple treatment, it's wise to see a doctor.

HOUSEWIVES: ★ ★ ★

Your Waste Kitchen Fats Are Needed for Explosives

TURN 'EM IN! ★ ★ ★

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