

HOUSEHOLD MEMOS by Lynn Chambers



Jellies Lend Their Sparkle to Christmas Presents! (See Recipes Below.)

Christmas Jelly Gifts

Don't you like the sight of brightly colored jelly...

There's not a nicer present to give at Christmas time to many of your homemaker friends...

Jelly-making in winter? Yes, indeed. Chances are that you put up a lot of fruit juice during the summer...

You can use winter fruits, too—cranberries, grapefruit, lemon and oranges.

Remember if your sugar supply is slender, you can use corn syrup and honey.

Let's start the gift making with this tart, brightly colored marmalade:

Tangerine Marmalade.

- (Makes 9 6-ounce glasses) 4 cups prepared fruit 7 cups sugar 1 bottle fruit pectin

To prepare fruit, remove skins in quarters from 8 to 10 tangerines and discard white fibers on inside of skins and on peeled fruit.



Measure sugar and prepared fruit into a kettle, filling up last cup with water if necessary. Mix well.

Bring to a full, rolling boil over hottest fire. Stir constantly while boiling. Boil hard 1 minute.

Remove from fire. Stir in bottled pectin. Then stir and skim by turns for just 5 minutes to cool slightly to prevent floating fruit.

You'll be dressing up many a meat extender and meat saver dish with pretty accompaniments during the coming months.

Mint and Honey Jelly.

- (Makes 5 6-ounce glasses) 3/4 cup boiling water 2 tablespoons dried mint leaves 2 1/2 cups strained honey

Boilings of Holly: Let's deck the house and the table with evergreen and bright berries.

Interesting wreaths can be made by dipping boughs in soap-suds or white paint.

Shape freshly popped white popcorn into cone shapes and set on a green pedestal to look like a Christmas tree.

Christmas tree decorations will be fewer this year than before, but you can string sugared cookies and cranberries and use fluffs of cotton for the tree.

Old-fashioned candies are nice too.

History in the News by ELMO SCOTT WATSON

Released by Western Newspaper Union.

Farewell, Old 'Oregon'!

THE USS Oregon is headed for a scrap again!

But this time it's different—it's a "scrap pile" instead of a "scrap" with the enemy that she's heading for because the navy department has issued orders to break her up for the essential metals which she contains.

But, as the gallant old battleship sets out upon her last journey, thousands of Americans will remember another journey which she made 40-odd years ago—a dash through two oceans which was followed with breathless interest by the entire nation and which ended in her participation in a great naval victory at Santiago, Cuba.

Back in March, 1898, there were rumblings of war between Spain and the United States. At that time the Oregon was at San Francisco. When her captain was disabled for service by illness, command of the vessel was given to Vermont-born, Annapolis-trained Charles E. Clark, who had served under Farragut at the Battle of Mobile Bay during the Civil war and who had risen to captain in 1896.

On March 16 Clark received orders to join Admiral Sampson's fleet in Florida waters with the greatest speed possible. He had just 48 hours in which to make his preparations for the trip and, when he started on March 18 he was strictly "on his own." For there was no radio in



REAR ADMIRAL C. E. CLARK

1898 by which he could keep in constant touch with his superior officers.

When he arrived at Rio Janeiro on April 30 he was told that war with Spain had been declared and that the whereabouts of the Spanish fleet under Admiral Cervera was unknown. There the navy department placed upon him the responsibility of deciding whether he should remain safely at Rio Janeiro or proceed to Key West, and risk meeting the Spanish fleet in a battle in which the Oregon would be hopelessly outnumbered.

Clark was not long in making his decision. He immediately started north! Ever since he had left San Francisco the prayers of the nation had followed the Oregon as she steamed forth upon her lonely voyage and when he left Rio Janeiro the national anxiety was increased.

Then on May 24 there was nationwide rejoicing when the word was flashed that the Oregon had arrived safely at Jupiter inlet in Florida. Here he was compelled to make another momentous decision. In order to join Admiral Sampson's fleet he would have to over-ride the opinion of his chief engineer who advised him to go to Norfolk navy yard to have the Oregon overhauled. The navy department had authorized this action, but again Clark decided to get to the scene of action as quickly as possible.

Twice he had been authorized and almost invited to step aside for the moment from the hazards of war and twice he declined to do so. Had either decision resulted disastrously it is probable that the nation would have been as quick to damn him as it was to acclaim him when the event turned out as it did.

On May 28 the Oregon arrived at Key West. Clark had covered the 14,000 miles of water in 67 days, the longest and quickest trip of any battleship then afloat. Despite the strain that had been put upon the Oregon's machinery by the killing pace, she arrived at Key West fit for immediate service and a few days later joined Sampson's fleet. The nation had only a few weeks to see the result of the efficiency of the Oregon in both the care of the ship itself and the training of her crew, for in the great naval battle of Santiago on July 3, the Oregon played a leading part.



U.S.S. OREGON

Designers' Interest Focused On Varied Neckline Treatment

By CHERIE NICHOLAS



ONE year it's sleeves, another it is apt to be pockets; then again it's skirts or bodice silhouettes, or maybe it's new fangled trimmings toward which style creators focus their genius and imagination.

Flattery's the word when it comes to the necklines that grace new winter fashions. What's more, you will find the new necklines so amazingly versatile you will be sure to find a type individualized to suit just you.

Textured crepe of rayon yarn is used for the stunning street-length dinner gown shown below to the right in the group.

That most attractive black crepe afternoon dress centered above in the picture is convincingly chic in that it demonstrates the new trend toward street-length black dresses that are enhanced with beguiling yokes.

To the right above a sheath of black velvet, molding the figure, has a yoke of pink marquisette which gives a nude effect.

The fashions illustrated are presented with a view of calling attention to several new and fascinating trends in necklines. Note the glamorous dinner dress below to the left in the group.

Released by Western Newspaper Union.

ing deep and wide-cut sweetheart neckline is encrusted with rich Venise lace, gently sprinkled with sparkling sequins.

Note, above to the left, a striking black dinner gown. It is styled with a plenum of glittering sequins, which makes it outstanding.

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'Teddy Bear'



Here's a sweater jacket that will serve you well during cold winter days. It is of the white fuzzy wuzzy teddy bear material that has made a big "hit" with the 'teen-age and college girl group.

Black Blouse Proves to Be Time and Money Saver

An enthusiasm for all-black blouses is spreading throughout style centers. You can get these blouses in black as informal or as formal as you wish.

To get much effect at little expense invest in a black street length crepe skirt and one in a formal floor length. With the former a sheer black lace sequined blouse makes a handsome afternoon costume.

It's Orders!

Many factories are banning the wearing of finery, specifically mentioning high heeled shoes, nail polish and jewelry.

Red Shoes

Smooth suede shoes in deep, rich red have gone on dress parade for winter. The shoes are often matched to the gloves.

WHO'S NEWS This Week By Lemuel F. Patton

Consolidated Features.—WNU Release.

NEW YORK.—Maj. Gen. George S. Patton, tagged as a two-gun general, so tough he chews cactus, is exultant, vociferous and omnipresent in the United States forces there.

Introducing Two French Morocco as the commander of the United States forces there.

The general, who earned his two-gun title, as it will be explained later, was educated in the Classical School for Boys at Pasadena, Calif., before he went to West Point. There he may have learned of Hannibal's elephants. At any rate, he was out early as a tank specialist, commanded the first tank brigade in the First World War, was severely wounded and lavishly decorated, and thereafter became the champion tank-herd of the U.S.A.

At 57, he is bull-voiced, hard, muscular and fit, his two guns still in his belt, and with nothing written off but his hair. That the Pasadena lotus-land of the Rose Bowl and the dolce far niente should turn out from a classical school the toughest, routin-tootin' general of our high command is something to put down in the book.

As to the two guns, Colonel Patton, with General Pershing's punitive expedition into Mexico, was chasing Villa's men through the chapparal. He caught up with Candelario Cervantes and a band of exceedingly tough hombres. It came down to a close-range shooting match, with the colonel backed up against a wall, whamming away at the mounted Cervantes troop, with two .45-caliber revolvers. He emptied them both, and as he started to reload, bullets came so close that they hemstitched his silhouette on the wall. He got both guns working and dropped Cervantes. He rode happily back to headquarters.

He was the first officer assigned to the tank corps in the First World War, and organized and commanded the 304th brigade. On September 25, 1918, at Bogais, he led six American and two French companies into action—with 22 tanks. He was wounded. For this and other such exploits, he was awarded the Distinguished Service cross, two citations, the Silver Star, the Purple Heart, the Congressional Medal of Honor and the World War medal.

In the post-war years, he continued as a tank specialist, and in December, 1940, was giving his thundering herd a workout in Abbeville, Ga. A year later, his "hell on wheels" Second Armored division was the leading attention-getter around Fort Oglethorpe, Ga. They had only 75-mm. field artillery guns then, but it is noted in dispatches from North Africa that the general is all set up with a lot of new 105-mm. self-propelled guns, and that one of them blew a hole in Fort Lyautey big enough to let his men through to capture the fort.

Pierre Pucheu, one of the roughest and toughest of Hitler's me-too men of Vichy, was the loudest in defamation of America and one of the first to duck when the Yanks came to Africa he fled, to string with a winner in his customary manner.

As chief of the Vichy Gestapo, he had charge of shooting hostages. It would appear that, in Africa, he might embarrass even our state department, necessarily hospitable to all comers in a wartime emergency. The Fighting French naturally find M. Pucheu hard to take. He is a synthetic strong man, big and husky, who built himself up with tough talk and a pair of out-size rubber-tired spectacles which make him look ogreish.

His participation in the inside job which delivered France, roped and hog-tied to Germany, began in 1923 when he became foreign relations officer for the Comite des Forges, the steel and munitions cartel organized two years previously, to betray France and fatten Germany from that day to this. Flaming in-and-outer in big-time French politics and on the receiving end of every big smear of his time, including the Stavisky scandal, was a co-conspirator with Pucheu from the first, and fled with him to Africa—a noisome two-some and a double-threat.

Pucheu worked offstage for years, keeping the French Lorraine ore steadily routed into Germany, but in 1936 stepped out into the open, with the raucous and rotund Doriot, for Hitler and Fascism against the French republic. He was a loud agitator against "putrescent democracy."

One of his dividends from his steel cartel manipulations was his big Japy machine and munitions plant on the border. When his friends, the Nazis, marched in, they didn't lay a glove on his plant, and he soon had it in full operation again.

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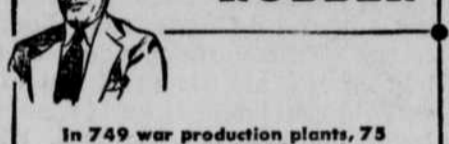
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Pleasing One Side The best way to please one half of the world is not to mind what the other half says.—Goldsmith.

TO RELIEVE MISERY OF COLDS quickly use 666 LIQUID TABLETS 25¢ SALVE NOSE DROPS COUGH DROPS

Language of Field Colleges and books only copy the language which the field and the workyard make.—Emerson.

SNAPPY FACTS ABOUT RUBBER



In 749 war production plants, 75 per cent of 434,600 workers arrive by private automobiles. That's why war workers must have tires.

When it is understood that 54,000 communities in this country depend entirely upon highway transportation, the importance of the rubber situation will be appreciated.

There were 10.78 pounds of crude rubber in the average passenger car tire made in 1940. In 1941 the rubber content was increased to 10.85 pounds.

The overall weight of the average passenger car tire in 1940 was 21.55 pounds, while in 1941 it was 21.69 pounds.

There is a farmer in Osborne, Iowa, who still carries as a serviceable spare, a tire that came on his car as original equipment in 1917. He jacks up the wheels when the car is not in use.

In war or peace B.F. Goodrich FIRST IN RUBBER

YOUR GOOD WILL The manufacturer or merchant who advertises, makes public the fact that he wants your good will. And he realizes that the only way that he can keep it is by giving good values and services.