MEMOS... by Lynn Chambers

Wise Cooks Use Their Ingenuity When Points Are Low



Leftover lamb makes a pretty salad when diced and crowned prettily by a celery wreath, then green pepper and red skinned apple slices.

Menus don't have to go begging just because ration points have been restored to a great many cuts of meat. In fact, this is the time when all good cooks will put forth all the ingenuity and inspiration they can

Less expensive cuts will give every bit the same nutrition as the most expensive

ones, and with long, moist heat cooking they can be made just as

If you do decide to splurge on a roast or a ham occasionally, use the leftovers up so cleverly that the family will get a

And with that in mind, we're going right into our recipe round-up for today. First, the less expensive cuts come in for their share of attention with this Beef En Casserole:

Beef En Casserole. (Serves 6)

114 pounds beef (neck, flank or ank), cut into inch cubes 3 strips of bacon d clove garlie, peeled 1 cup beiling water

1 teaspoon salt 14 teaspoon black pepper 2 whole cloves 1% cups diced carrots 6 peeled small onions

Flour beef cubes. Cook bacon in heavy skillet until brown but not crisp. Remove. Add garlic to bacon fat and brown beef cubes on all sides. Remove garlic. Add water and seasonings. Heat to boiling. Turn into baking dish, adding vegetables and bacon (cut into inch pieces). Cover and bake in a slow (300-degree) oven for 2 to 21/2

> Veal-Ham Loaf. (Serves 6)

11/2 pounds ground veal 1 cup ground ham 2 eggs

hours.

1 cup fine bread crumbs Grated rind ¼ lemon Juice of 1 lemon

1 cup milk 1 tablespoon butter, melted 1% teaspoons salt 1/4 teaspoon pepper

Mix all ingredients with a fork and shape into loaf. Place in loaf pan and pour 1/2 cup tomato juice over top. Bake in a moderate oven (350 degrees) 11/2 hours.

Veal Schnitzel. (Serves 6)

2 pounds veal steak (%-inch thick)

1 cup fine crumbs

1 egg 1 tablespoon water

4 tablespoons lard or bacon drip-

pings 1 lemon 1 tablespoon flour

Pound veal to flatten out into thin

Lynn Says

This is the fruit season: Fresh fruit will easily solve the dessert problem. Here are ways to do delightful things to fresh fruits: Fill melon rings with mint sher-

Peel bananas, sprinkle with lemon juice, cover with honey and bake until tender. They're good with cream.

Marinate cantaloupe balls in grapefruit juice and serve well Apricot ice goes with grape-

fruit sections, orange slices and freshly sliced apricots. Serve applesauce hot with marshmallows folded in just be-

fore dishing up. Apple pie is the better made with a little orange juice and rind Lynn Chambers' Point-Saving Menu

Fried Chicken Mashed Potatoes Cream Gravy Green Beans Lettuce and Tomato Salad Fresh Blackberry Pie

pieces. Season. Cut into servings. Roll in beaten egg mixed with water, then in fine crumbs. Brown in hot fat until well browned. Add 1/4 8 cup water. Cover and cook slowly 30 to 35 minutes.

Fold over in half when ready to serve with sliced lemon, hard-cooked eggs or pimiento olives as a garnish. Sour cream may be added to the fat in the pan to make a sauce for the schnitzel.

Only a little meat is needed in the next two recipes for that meaty

Chicken-Corn Pudding.

(Serves 4 to 6) 8 slices bread

1 can whole kernel corn 1/2 cup chopped chicken 3 eggs

1 teaspoon salt ¼ teaspoon pepper ¼ teaspoon paprika 2½ cups milk

Arrange alternate layers of bread slices, corn and chicken in a greased casserole. Beat eggs, add salt, pepper, paprika and milk. Pour into casserole, adding more milk if necessary to cover mixture. Bake in a moderate (350-degree) oven 1 hour.

Tomato-Bacon Scallop. (Serves 5) 21/2 cups cooked or canned tomatoes

1 cup peas, cooked or canned 8 slices bacon real palate thrill from them. It can | 2 tablespoons onion, chopped 1 cup diced celery 2 cups soft bread crumbs Salt and pepper

> Combine tomatoes with drained peas. Fry bacon slowly until crisp. Drain on absorbent paper; crumble. Cook onion and celery in 1 tablespoon bacon fat until lightly browned. Place 1/2 of tomatoes

and peas into a greased casserole; top with one half of the bacon. Add onion and celery mixture and crumbs. Sprinkle with salt and pepper. Repeat layers. Bake in a hot (400-degree) oven 20 minutes.

A leg of lamb is good eating as a roast and economical if it is served as leftovers in the form of creamed lamb or salad:

> Lamb Salad Bowl. (Serves 6)

214 cups diced cold lamb 2 cups diced celery

16 cup chopped green pepper 6 slices red apple 1 cup mayonnaise

1 tablespoon fresh, chopped mint Pile diced lamb in center of salad bowl. Arrange diced celery in a circle around larmb; repeat, using chopped pepper. Cut apple in half; core and slice cross-wise. Place slices around edge of bowl, peel side up, and extending about 1/8 of



Noodle ring with creamed leftover lamb and peas is another good suggestion for using bits of the leftover roast. The meat is extended with peas and gravy.

an inch above edge of bowl. Serve added chopped, fresh mint.

> Creamed Lamb and Peas. (Serves 6)

3 cups diced, cooked lamb medium onion, sliced 3 tablespoons butter

2 cups leftover gravy ½ teaspoon worcestershire sauce Salt and pepper

3 green pepper rings, cut in half 14 cup cooked peas Slices of pineapple, if desired Saute onion in butter until tender, add gravy and seasonings. Add

meat and peas and heat through.

Serve in noodle ring and garnish

with pineapple and green pepper

rings. Get the most from your meat! Get poor policy to shoot Zeros with Tomyour meat roasting chart from Miss my guns; 45-caliber ammunition is

Lynn Chambers by writing to her in not very effective against aircraft, care of Western Newspaper Union, 210 but, as usual in a case like this, if had done. I took one of these ships South Desplaines Street, Chicago 6, Ill. you have only a pop-gun to point and decided to use it to protect the sides, with their inadequate Tommy envelope for your reply.

Released by Western Newspaper Union.

GOD IS MY CO-PILOT Col. Robert L. Scott The story thus far: Robert Scott, a | from the crews of the thirteen ships | would be a good morale element of our original mission. Even with the loss in morale they had suffered when the attack on Tokyo was

West Point graduate, wins his wings at Kelly Field, Texas. He is sent to Panama, where his real pursuit training is begun in a P-125. Soon he is instructing other pilots, and as the war comes closer it begins to look as though he is scheduled to be an instructor indefinitely. He writes many letters to Generals pleading for a chance to fight, and at last the opportunity comes in the form of a phone call from Washington asking if he can fly a four-motor bomber. When he leaves his wife and child behind he realizes that they really meant America for him, but this heartache soon leaves him. He picks up his Fort in Florida and flies to India.

CHAPTER VIII

Well, the Air Base General had to ask us to carry out the mission, and to ease the monotony we were glad to comply. Taking the bombbay tanks from the ship, we loaded with five-hundred-pound bombs and off we went, eight hundred miles into the Arabian Sea, looking for a Jap naval force composed of three warships, five destroyers, five cruisers, and two aircraft carriers-with our one bomber. Due to the low weather we had to fly beneath the cloud base at seven thousand feet. Reaching our patrol area, we searched until it was necessary to return to base for fuel. I have often wondered what we would have done had we had the fortune or misfortune to find that task force-if it existed. After all, from seven thousand feet we could have done very little damage with a single ship. Somehow I'm glad we did not engage the enemy-I always hated to be a clay pigeon, and though the future looked dark, there were interesting days ahead.

Slowly, though, through days in which some of the others took their ships to bomb Rangoon and the Andaman Islands, and finally when Haynes returned from Delhi, the realization sank in that our mission was cancelled. I have never seen thirteen crews of bombers carrying so many broken hearts. Morale dropped like a stone. On April 21, when the base took our ships, I think we would have been justified in getting stinking drunk.

New orders came for Colonel Haynes and most of us in the illfated "dream mission" to report to a remote base in eastern Assam, on the India-Burma border, to run the A. B. C. Ferrying Command. This Assam-Burma-China transport coming supplies to China and Burma, to make up as much as possible for the fall of the Burma road.

When Colonel Haynes and I arrived in Assam we both considered ourselves "shanghaied." I could tell. as we faced each other across the breakfast table that first morning, that we both knew that things were going to be bad. Our status had changed from participating in what we considered the "greatest mission in the world," to the insignificant task of running a ferry command from India to Burma. Once again combat duty seemed far awav.

Our first job was to begin the construction of other fields in the area—this was to permit us to have more than one base from which to work. For our job was that of being and rice stalks, bounced it from the ferry pilots for both the Chinese Army and General Chennault's AVG down in Burma. We were to carry high octane gas, ammunition, and food into Burma, and later into China. We were soon to find ourselves returning from Burma with our ships completely filled and overflowing with wounded British soldiers. Col. C. V. Haynes was boss; he was Commanding Officer of the A. B. C. Ferrying Command, and I was his Executive Officer.

We began our work the day after we arrived in Assam. This was April 21. We had thirteen transports manned by the Army and Pan-American pilots. Our job in flying supplies into Burma was a tough one with unarmed transports, for by this time the Japanese had crossed the Sittang and the Irrawaddy and had taken Rangoon. On April 24, Colonel Haynes and Colonel Cooper transported a load of ammunition and aviation fuel to Lashio for the Flying Tigers, and on their way back an enemy fighter plane made an attack on their transport. Recognizing the ship as an enemy Zero, Haynes and Cooper left the flying of the plane to the copilot and went back into the fusewith mayonnaise to which has been lage, to ward off the attack as best they could with Tommy Guns. Don Old, the co-pilot, dove the transport until they were actually skimming over the jungle trees. These evasive tactics kept the Jap ship from coming up under the vulnerable transport. Just one of the Jap tracers in that Douglas would have set

it afire. As the Jap dived towards them, Cooper and Haynes and their crew chief, Sergeant Bonner, fired magazine after magazine at the Jap. This either discouraged him or the enemy ship lost the transport in a turn, for they got away. But even considering the bravery of these flyers in using their meager armament against a fighter ship, it is a

ports. The job of being a ferry pilot had called off, they were still the best

Colonel Haynes was a veteran bigship pilot, and for the last ten years he had worked in four-engine bombers. The records that he had set with the giant B-15 will inspire the Air Force forever. Here was a big, cheerful master pilot who never asked another man to do a job he wouldn't do himself. We of the A. B. C. Ferrying Command looked upon him as the best, and Haynes will always stand out in my mind as one of the greatest officers of our army. This jovial veteran was ready to do anything to help win the war, but we all knew he preferred to kill Japs rather than rustle freight across to Burma. I lived with Colonel Haynes on one of the tea plantations in Assam, where we were billeted with a Scotsman, Josh Reynolds of Sealkotte Tea Estate.

transport pilots I had ever seen.

Major Joplin, whom we called "Jop," was another of our pilots. This man claimed that he had been born in a DC-2 and weaned in a C-47. One of the Pan-American pilots had made a forced landing with one of the transports, putting it



Col. Meriam C. Cooper watches sky for return of U. S. planes.

paddy near the Brahmaputra. Jop took a crew to the transport, took the bent propellers off and roughly straightened them. With his crew and some volunteer natives, he dug holes under the folded-up landinggear and then let the gear down until it was fully extended, with the wheels down, to the bottom of the holes. Now he placed heavy timbers from the wheels to the surface of the rice paddy, putting them in at a small angle to form an inclined plane. Next he had about a hundred natives pull on ropes that were tied to the wheels, and dragged the Douglas transport up the inclined plane until it rested on the more or less level ground of the rice paddy. Then Jop demonstrated that he could justify all his claims of having been born in a Douglas trans-

field and flew it home to base. All the pilots were good, and they were eager. The weather never became too bad or the trip too dangerous for men like Tex Carleton, Bob Sexton, or the others to get through, The enlisted men were the best. There in Assam they fought a constant battle against boredom, ma-

port. He gave the ship the guns,

and in a flurry of mud and water

laria, and tropical disease. Even with the hardships we enjoyed the assignment-for after all, Burma was just over the Naga Hills and they said a war was going on over there. Down in his heart, each man really wanted to do something to stop the Japs from their rapid movement to the North through Burma. But we had no fighters and no bombers. I often heard of plots among the crewmen for going back to Karachi and stealing the thirteen four-engined bombers, but of course they were just soldier rumors. The small amount of good that we figured we were doing by flying ammunition, aviation gasoline, and bombs to the AVG was barely enough to keep our morale above the sinking point. Personally I made a trip almost every day over into Lashio and Loiwing, and some days I went on farther East to Kunming, China.

One day, during the last of April, two Chinese pilots landed with two P-43A's. These were good, fastclimbing little fighter ships, the forerunner of the "Thunderbolts." But their fuel tanks had developed leaks, and when you added to that the fact that the turbo was underneath the rear of the fuselage, the greatest fire hazard in the world was born. So far had their ill fame spread that the ships were grounded until the faults could be remedied. So the Chinese left the P-43A's with us and went on back to China. Colonel Haynes and I fell heir to the two little fighters.

Sergeant Bonner worked diligently with everything from chewing gum to cement and finally repaired the leaks, at least to a point where on the take-off, as some of them Please send a stamped, self-addressed at the enemy, it helps the morale. ferry route. Even one lone fighter Most of our pilots had been chosen that could fire back at the Japs

for the crews of the unarmed trans-

to go on nevertheless. As the leaks developed again in the tanks of the P-43's, I went back to flying the Douged two disassembled Ryan Trainers in the C-47 and headed for Kunming. Besides this cargo we had some ammunition and food for the AVG at Loiwing, especially a bottle of Scotch whiskey to be left as a present for General Chennault. We landed at Loiwing and deliv-

ered the designated cargo. The air raid alert came just as we were talking with the General. He didn't even change expression, but calmly said, "Guess we're going to have some Japs-you-all had better get those transports off the field." The Flying Tigers were already taking off, their shark-painted noses gleaming in the sun. Lord, but my mouth watered as I saw them-I'd have given anything to trade my Colonel's eagles and that "delivery wagon" that I flew for the gold bars of a second Lieutenant and one of those shark-nosed pieces of dynamite!

But we started the Douglas up and took off for China with the cargo of trainers. Even as we cleared the field and climbed towards the Salween, I heard the call "Tally-Ho" from the AVG, and then others more like "Here come the sons of bitches." A few seconds later the Jap bombers arrived over the field at Loiwing and we knew all the transports couldn't have gotten off. The AVG radio man, "Micky" Mihalko, called, "They're bombing hell out of the field." Then, in lighter vein, he said the Japs were falling like leaves-or he hoped they were Japs, for he could see many smokes from burning planes. Every now and then we could hear one of the AVG say to some unlucky Jap. 'Your mother was a turtle-your father was a snake,"-and then the rattle of fifty-caliber guns over the radio.

We stayed low in the gorge of the Salween until we got to the old bridge near Paoshan, then turned East for Yunnanyi. Behind us the Japs damaged the tail of one of our transports with a bomb, and also blew up the bottle of Scotch that I had been left in one of the jeeps that was hit. But they had paid heavily for the transport tail and the quart of whiskey. I believe that even the Woman's Christian Temperance Union would have approved of the trade-for the AVG had shot down thirteen of the Zeros and bombers, while as usual they lost none.

At Kunming, with the surprised Chinese looking on, we unloaded the two small training planes from the fuselage of the big Douglas. Then, after something to eat, when I had just about arranged with the AVG squadron commander to go along with them on the morning raid into Indo-China, we received a radiogram that changed all plans.

Colonel Haynes and I were ordered to leave immediately for Shwebo, Burma, down on the Mandalay-Rangoon Railway, and evacuate the staff of General Stilwell. It seemed that the Japs had crossed another place on the Irrawaddy and were about to capture the entire American Military Mission to China -the Ammisca. We didn't even know whether or not there was a landing field in Shwebo, but I found it on a map and in the late afternoon we took off for lower Burma.

We flew through black storms all the way to the Mekong; then, turning South, we found better weather, even if we were getting into Japanese-controlled skies. We landed at Myitkyina and while servicing (so that we would have plenty of fuel to take General Stilwell anywhere he wanted to go), we learned from a British pilot that we would find a small field to the Southeast of the town that was our destination.

Flying as low as we could without hitting the tops of the jungle trees, we followed the Myitkyina-Mandalay railroad to the South. We knew that all the British had evacuated the area about Shwebo except for a small detachment left with the wounded; so we were expecting trouble. I know that neither of us had ever before been so careful at watching the skies. I had my ever-ready movie camera right by my side, but in the excitement I forgot to take pictures as we flew over the burning towns of central Burma. Long afterwards, Colonel Haynes told everyone that I had missed the best pictures in the world, but I imagine he would have dumped me out of the ship if I had raised that movie camera instead of diligently watching the skies.

All the country ahead of us was marked with columns of black smoke, rising straight into the clear at all, for we knew it would be a Jap, ours being the only Allied plane in the air. We had been flying those unarmed transports so long that both of us had become used to it. Behind they didn't catch fire right away us in the empty cargo space I could see the crew chief and the radio operator searching the skies on both guns at "ready" position,

(TO BE CONTINUED)



By VIRGINIA VALE

TUGHIE GREEN, drop-I ping in from London, brought first-hand news of las transports into Burma and Chi- American film stars overseas. na. One day while I was acting as You may remember Hughie co-pilot for Colonel Haynes, we load- from RKO's "Tom Brown's Schooldays," or one of his American stage appearances; he's now a flying officer in the RCAF air transport command. You missed something if you didn't hear him on British Broadcasting company's "Atlantic Spotlight"; one Saturday he was on London's half of the program, ribbing American radio, and the following Saturday he ribbed British radio from New York! He says Jimmie Stewart has won the admiration and respect of army men for his work.

> Bebe Daniels, whom the British love because she stayed on in London to entertain them despite the blitz, staggered everybody when she



BEBE DANIELS

went up to within 600 yards of the firing line in Normandy to interview American servicemen for "American Eagle in Britain."

When Albert Dekker showed up on the set of Paramount's "Two Years Before the Mast" with a black eye he offered the oddest excuse yet. 'A goose bit me," said he. Seems he went into the poultry house on his San Fernando Valley ranch to examine a setting goose. "She didn't like it, and took a peck at me."

Claudia Morgan had quite a decision to make, when told that she had brought General Chennault—it hit play, "Ten Little Indians," or washing machine. that of Nora Charles in radio's "Adventure of the Thin Man." The radio show conflicted with curtain time of the play. Time was when an actress would unhesitatingly have chosen the stage, but it was radio that won out this time. Incidentally, when another stage star appeared early for an Ellery Queen guest shot and demanded that the air show be put on at once, then left in a huff when it wasn't, the producer frantically phoned around till he located Miss Morgan at a friend's home, and she rushed to the studio and filled the gap.

> Ruth Swanson, who was named 'the prettiest dress extra in Hollywood" three years ago, recently was discharged as a pilot in the Ferry Command, following an auto accident. She'll return to her old love. the movies, in order to play one more role, in Warner Bros. "Of Human Bondage." Then she'll go to a new love-a major in the air corps, and give up her screen career for marriage.

Ending a radio absence of more than seven years, Ed Wynn will return to the microphone soon in a whimsical new comedy series. Beginning September 7, "Happy Island" will be heard from 7:00 to 7:30 over the Blue Network, with Wynn, Evelyn Knight and Jerry Wayne.

Collinge and Theresa Wright are going to believe that they're actually related to each other. They were cinematically related in "The Little Foxes" and "Shadow of a Doubt." and a third time in "Casanova Brown." The "experts" on "It Pays to Be

First thing they know, Patricia

Ignorant" have to be wrong when a member of the audience is asked to pull a question from the dunce cap for them to answer; just once in two years did they have to be right. The question, "Where is the only place in England where the King ean't go" couldn't be kicked around. So Harry McNaughton, the only Briton in the gang, correctly replied "In the House of Commons."

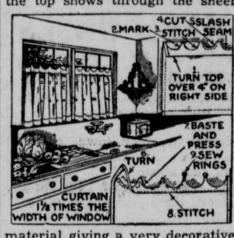
After World War I, when John Loder was in Berlin, and broke, a suit from palmier days won him a job as a dress extra.

ODDS AND ENDS-Marjorie Main

bandons comedy roles in "Gentle Ansmoke, rising straight into the clear sky. We looked for hostile ships until our eyes ached—or for any ship has been held up by Ida Lupino's injury -she fell on a slippery floor, had to have a broken bone in her hand reset. "Screen Guild Players" heads the Hooper list of top ten radio programs on the Pacific coast, with "Ellery Queen" second and "Can You Top This?" third. . . . Dick Powell's bappy about playing a tough detective in "Farewell, My Lovely"—it's a good dramatic role.
... Fibber McGee and Molly have signed a new four-year contract with the sponsor who first put them on the air.

Scalloped Tops for Your Sash Curtains

HERE is a new idea for your kitchen curtains—or for sash curtains for any room. Crisp, sheer material such as lawn or organdie may be used and white or a plain light color will be most effective. The curtains are hung above eye level on a single rod fastened to the window sash. The four-inch-deep scalloped hem at the top shows through the sheer



material giving a very decorative effect and the rings sewn to the points of the scallops make it possible to slide the curtains back and forth on the rods.

The trick in making the scalloped hem is in being sure that the curved edges follow a sharp, clean-cut line. All the steps are shown here in the diagrams. Use a small saucer or a large cup for marking the scallops, and when you turn them right side out, pull the material out smoothly at the points with a pin.

NOTE - The graceful corner bracket that you see beside the window in the sketch, also the stenciled wooden cookie box on the counter are made with pattern No. 266. The shelf is fourteen inches wide and the box is about seven inches high. The pattern for the shelf and the quaint peasant figures and lettering on the box are actual size. All directions and color guide are included. Patterns are 15 cents each postpaid. Address:

MRS. RUTH WYETH SPEARS Drawer 10 Enclose 15 cents for each pattern Address

Knitted dresses and skirts washed by hand are less likely to shrink or bemust give up either her role in a come matted than if cleaned in a

Fill coffee pot half full of cold

water, add 1 teaspoon of soda and bring to a boil for a few minutes. Then the pot should be washed in clean water. When flour bin or other kitchen

pour melted paraffin or beeswax into the cracks and let it harden. If ice cubes are held under warm water for a few seconds, they will have no sharp edges to

jab or cut the precious rubber

icebag.

container leaks dry ingredients. I

If it is necessary to carry a number of small drills in your pocket, an old spectacle case comes in handy in which to carry them.

When clothes must be ironed soon after dampening, always use hot water as it penetrates the material more quickly.



VIAVI USERS

Old, new customers! Celebrate with us the 86th birthday of Dr. Law, famed founder of The Viavi Company. Send FREE Viavi gift. H. W. LAW, 50 Fell Street, San Francisco 2, Californi

To relieve distress of MONTHLY (Also Fine Stomachic Tonic) Lydia E. Pinkham's Vegetable Com-pound is famous to relieve periodic pain and accompanying nervous, weak, tired-out feelings—when due to functional monthly disturbances.

Taken regularly—Pinkham's Compound helps build up resistance against such annoying symptoms

Pinkham's Compound is made especially for women—it helps nature and that's the kind of medicine to buyl Follow label directions to buy! Follow label directions LYDIA E. PINKHAM'S VEGETABLE

