

Duke Promoted To Commander

LONDON (Reuters)—The Duke of Edinburgh today was promoted to Commander in the Royal Navy.
At 31, the Duke is the youngest of 44 lieutenant commanders to be promoted.
The Duke, who made the Navy his career, was a lieutenant when he married the Queen, then Princess Elizabeth, in November, 1947.
His last active appointment was a Commander of the 1,430-ton frigate Magpie in the Mediterranean. He completed his service with the Mediterranean fleet last July.
At present, he is confined to his room at Buckingham Palace with jaundice.

THE EXPERTS Say...

By KAY REX
Canadian Press Staff Writer

Fish, particularly salmon, and cheese must become frequent items on Canada's weekly food list if the country's economy is to be kept on an even keel.

At present Ontario has a surplus of 15,000,000 pounds of cheese, and producers are looking to the Ontario government for means of handling it.

In British Columbia, salmon canners are faced with the problem of finding a market for 698,000 cases of last year's pack.

These are some of the situations developing from loss of overseas markets. It seems that countries which have dollars are using them for cheaper foods than Canadian chicken or B.C. salmon. Last year the British Food Ministry spent \$6,700,000 for salmon, but this year it may buy none at all.

Canadian housewives can help by encouraging a taste for cheese among their families, and perhaps instituting a "fish Monday" and a "fish Wednesday" as well as the traditional fish meals on Friday.

So far as salmon is concerned, the pink salmon is as tasty as the more expensive variety. In casseroles it's hard to tell the difference.

USEFUL RECIPES

Salmon Loaf: One large can of salmon; 1½ cups cracker crumbs; one egg; one small onion (minced).

Bake in small baking dish for 20 minutes or until brown.

Macaroni and Cheese: One cup macaroni broken in pieces; three tablespoons fat; one tablespoon finely chopped onion; three tablespoons flour; salt and pepper; one teaspoon steak sauce; two cups tomato juice; one cup grated cheese.

Cook macaroni in boiling, salted water until tender. Drain through sieve and pour cold water over to separate the pieces. Melt fat. Add chopped onion and cook three minutes. Add flour and seasonings, blending well. Add tomato juice and cook, stirring constantly until sauce thickens. Stir in cheese.

Place layer of cooked macaroni in greased baking dish. Cover with sauce. Repeat until dish is full, finishing with layer of sauce and then topping with grated cheese or equal parts of grated cheese and bread crumbs.

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**FASHION
FOOTWEAR**

Bake in moderately hot oven about 30 minutes. Serves six.

HERE AND THERE

The Canadian Association of Consumers in its latest bulletin says that oil processed eggs, "something new and different," soon will go on sale at grocery stores across the country.

"Experts tell us that Grade A quality oiled processed eggs can be poached, fried or boiled with good results," says the C.A.C. "This process provides a good means of augmenting the supplies of good quality shell eggs during the period of scarcity and should help to keep the price of this nutritious well-balanced food within the reach of most family budgets."

And the Canadian Horticultural Council sends a reminder that "Salad Week" begins Aug. 1.

Canned Clothing

WASHINGTON (CP)—The U.S. Air Force is going in for canned clothing. The material command announced yesterday that uniforms are being packed in drums for shipment overseas. Officials said the air-tight containers are cheaper and better than any other type of clothing packages. They are said to give better protection against the weather, insects and pilferage and can be used again and again.

Quarter Million Days Lost By Work Stoppage

OTTAWA (CP)—Time lost through work stoppages arising from industrial disputes in Canada during May was higher than in April and more workers were involved, the labor department announced today.

Preliminary figures showed 42 strikes and lockouts in existence during the month, involving 22,973 workers with a time loss of 247,733 days, compared with 35 work stoppages during April, involving 12,055 workers and a time loss of 178,605 days. In May, 1951 there were 40 strikes and lockouts with 8,038 workers involved and a time loss of 35,167 days.

Five work stoppages in the textile and clothing industry in Quebec province accounted for 57 per cent of the total time loss.

Gaelic Courses Planned in N.S.

HALIFAX (CP)—Elementary and advanced Gaelic courses will again be offered at Dalhousie University during the Nova Scotia teachers' summer school under the auspices of the Nova Scotia Department of Education.

The elementary course, designed for students with no knowledge of Gaelic, will include lectures on the literary and historical background of the language and basic grammar and phonetics.

In the advanced course, Gaelic speaking teachers will improve their reading and writing ability. Special attention will be given to translation, a study of Gaelic place names in Nova Scotia, and teaching methods.

Full credits for licence purposes will be awarded to successful candidates.

Harvesting The Mysterious "Sau-qui"

Man has never solved the mystery of the salmon but he is once again gathering by the thousands to reap the annual fortune from the humble and heroic creature.

Seeking death at their appointed time in the streams where they were spawned four years ago, the salmon converge in their millions at the mouth of the Fraser, Skeena and the Naas Rivers for their struggle through the dark canyons of the torrent to the place of their birth.

Millions will never make it. If they evade the nets of thousands of boats swarming at the river's mouth, they still would have to traverse Hell's Gate and other hundreds of miles of white water of the Fraser, Thompson, North Thompson Rivers and canyon rapids in the north.

Four years ago they were hatched in tiny tributaries far inland. For two years they lived in fresh water, then descended to the sea.

For another two years they roamed through countless cold, green miles of the Pacific.

Now they are back, seeking the streams where they were born. Unerringly, the salmon returns home, spawns and dies in the same month, almost on the same day, as its ancestors through countless aeons.

Man has never been able to discover the salmon's secret of return. But because the salmon is more faithful than the clock, he has gained riches. Fishermen caught \$60,800,000 worth of salmon in British Columbia last year, \$48,700,000 the year before.

The season opened Monday on the Fraser for the prince of salmon, the sockeye. (Sockeye is an English version of the Indian word "sau-qui" but original meaning of the Indian word has been lost.)

A fleet of 2,000 boats is congregating like seagulls at the river's mouth and in the Georgia Strait approaches to it. It will increase to 5,000 as the season progresses. With luck, some fishermen will clean up between \$2,000 and \$3,000 in six weeks, getting 25 cents a pound from the canners.

The sockeye season opened earlier in northern waters. Later, the coho, chum and pink salmon will return to these shores, to be caught and die or to spawn and die.

Disaster has frequently struck the sockeye and other species of salmon.

In 1913, a rock slide in Hell's Gate blocked the Fraser River and millions of fish destroyed themselves trying to fight their way through the cauldron. It was not until 1945 that fish ladders costing \$2,000,000 were completed at Hell's Gate, 140 miles east of Vancouver.

In 1950, an expected surge of 8,000,000 sockeye failed to appear. Scientists later reasoned the spawning sockeye in 1946 were killed by cold before they could deposit their eggs. These were the parents of the brood expected home four years later.

Catastrophe struck again

blocked the Babine, a tributary of the Skeena.

Seventy per cent of the Skeena run was lost. A 40-mile road has been punched through the wilderness to the scene of the slide so heavy equipment can be moved in to clear the thousands of tons of rock which crumbled from the wall of the Babine canyon.

The best thing to do about overweight is to consult the doctor. This condition often indicates the need for a change-over from a fattening over-supply of food to a balanced diet. In some cases it may be a symptom of some disease, in which event proper treatment will help to remedy the cause and may remove the extra poundage with the improvement in health.

Announcing . . .

GRAND OPENING SATURDAY

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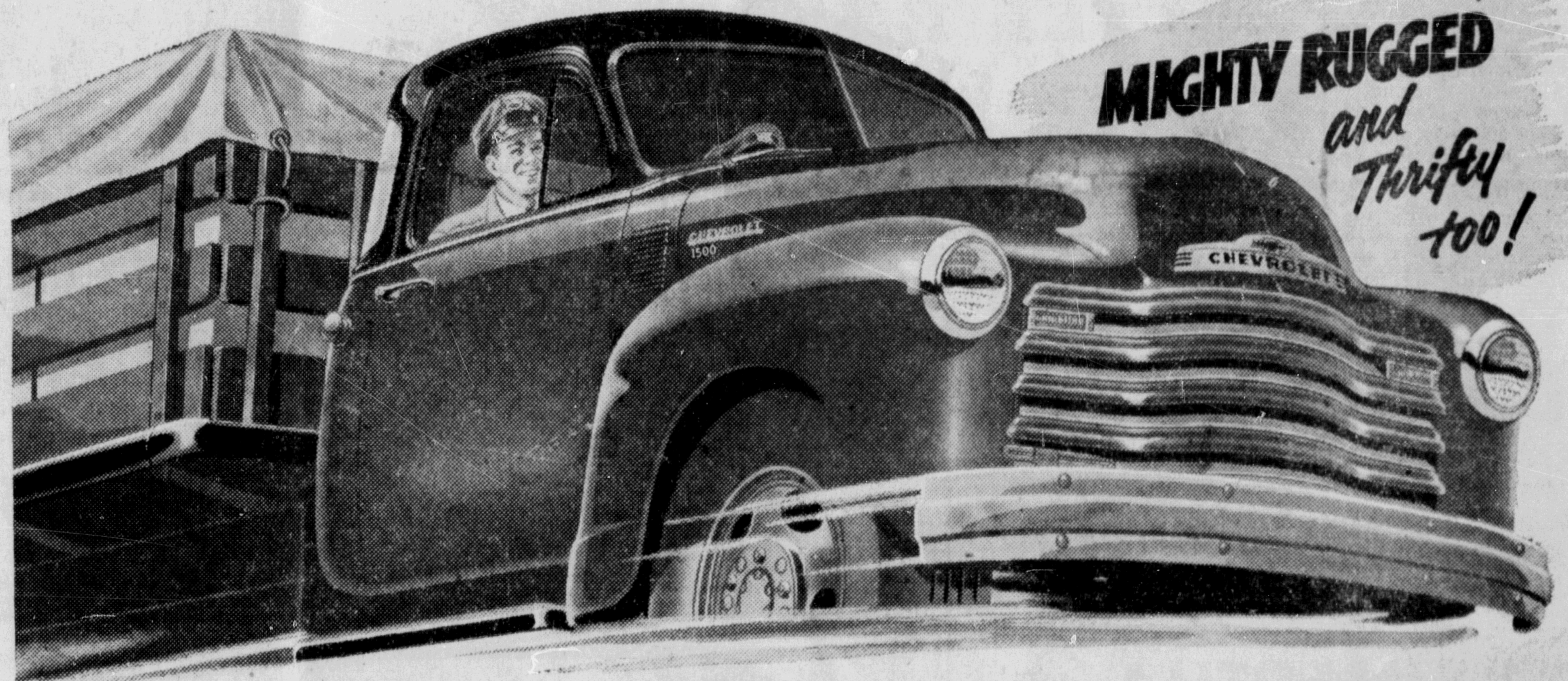
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MOPE PEOPLE BUY CHEVROLET TRUCKS
THAN ANY OTHER MAKE

Maybe you didn't know that by far the biggest number of truck users in Canada today are buying Chevrolet Trucks.

They are . . . and for good hard-headed reasons. Because what they're after in a truck can be set down about like this:

1) It's got to be low in cost. No use paying a lot of extra money for a truck that the truck will have to earn back. Chevrolet trucks give you more for your money.

2) Upkeep and operating costs must be low. A truck is money-making equipment. It can't be a money-waster. Chevrolet trucks work for rock-bottom "wages" on fuel and maintenance.

3) How well the truck does the job is all-important. It's got to have the capacity, power and rugged construction to get work done efficiently and economically. Chevrolet trucks are engineered and built for your loads.

4) The truck must be rugged, long lasting. That's an important part of over-all economy. Chevrolet trucks traditionally bring more at trade-in, for what they cost, than any other truck.

If these considerations make sense to you, take a good long look at facts 1, 2, 3 and 4 below. Then come in and let's see how a Chevrolet truck can save you money in your business.

ON THE ROAD WITH THE GREATEST PAYLOAD

<p>Fact No. 1</p> <p>More truck for your money</p> <p>Stack up a Chevrolet truck against any other truck, capable of handling the same payloads, and you'll see that Chevrolet gives you far more for your money. Chevrolet, for all its low price, brings you ruggedness, stamina, and exclusive truck features you won't find in many trucks costing a lot more.</p>	<p>Fact No. 2</p> <p>Rock-bottom operating costs</p> <p>Many thousands of truck users have proved to their own satisfaction that Chevrolet costs the least of all to own and maintain. Valve-in-Head economy, in the four great Chevrolet engines, saves on gas. Chevrolet's special 4-way engine lubrication system reduces friction and wear, keeps oil costs low.</p>	<p>Fact No. 3</p> <p>Engineered and built for your loads</p> <p>Chevrolet trucks are engineered to your payload requirements. You don't waste money by buying "too much truck" — you don't risk work interruption or slow-downs by buying "too little truck." Frame, axles, springs, body, brakes, and power are part of a well-balanced team.</p>	<p>Fact No. 4</p> <p>Lower, slower depreciation</p> <p>Records show that Chevrolet trucks traditionally bring more money at resale or trade-in than any other make. Chevrolet's market value stays up because the value stays in. Here is further evidence that Chevrolet is the best truck buy.</p>
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Frizzell's Motor Products Ltd.

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