Exact Number of **Bulgarians** Over Minety Is 9,985

and young men, records show three girls and four boys married at the age of 11, seventeen girls and 23 boys married at the age of 12, one hundred and seventy-eight girls and 62 boys at 13, or SOFIA (INS)—In spite of the 287 married under the age of 14.

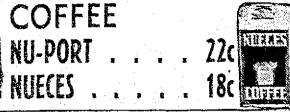
\$\frac{1}{2}\$ forbidding marriage below The exact number of Bulgarities ages of 17 and 19 for girls ans over 90 years old is \$.995.

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Fish Dishes Planned

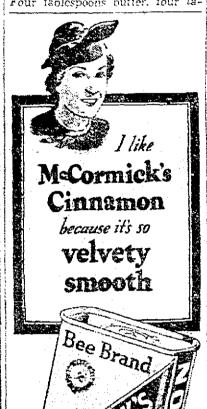
BY MRS. MARY MORTON

Menu Hini Salmon a la King or Casserole of Tuna Fish Baked Potatoes Buttered Broccoli Stewed Rhubarb Butter Scotch Oatmeal Squares

I am taking these fish dishes from Miss Edith Barber's column, and hope she won't mind. Miss Barber is a well-known dietitian and lives in New York. She has written cook books and conducts a column like this. These dishes are both good for your Lenten menus, and they may be varied, I think, without spoiling them.

SALMON A LA KING-One-fourth pound mushrooms, sliced one medium-sized onion, sliced; two tablespoons butter, two tablespoons flour, three cups milk, two egg yolks, one pimiento, chopped: one-half teaspoon lemon juice, one-half teaspoon paprika, salt, pepper, one-pound can salmon, flaked. Cook the mushrooms and flaked. Cook the mushrooms and oven about so minutes, mand onions in the butter until tender cut into squares. Cookies retain and slightly browned. Add the crispness if kept in tight tin box. lour, and when well blended add the milk slowly and cook until smooth and thick, stirring constantly. Stir a little of the hot mixture into the beaten egg yolks and then stir back into the sauce. Add seasonings and salmon and heat. Serve on hot toast or in

CASSEROLE OF TUNA FISH-Four tablespoons butter, four ta-



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"Tops" - in more

ways than one! Just the creamy tender

AED VEGETABLES

blespoons flour, three-fourths tea-spoon salt, pepper, one-half tea-spoon Worcestershire sauce, two cups milk, two pimientos, one 13ounce can tuna fish. Melt butter, stir in flour and seasonings and when well blended, stir in milk gradually. Stir over a low fire until thick and smooth. Cut six strips of pimiento and reserve for

garnishing. Cut remaining pimiento into small pieces and add to white sauce. Flake tuna fish into one-inch pieces and add to white sauce. Pour mixture into greased baking dish, arrange strips of pimiento and Brazil nuts on top, and bake in a moderate oven (350 degrees F.) 15 minutes.

BUTTERSCOTCH OAT MEAL SQUARES—One-half cup butter, melted; one cup brown sugar, one teaspoon baking powder, one-half teaspoon salt, two cups uncooked rolled oats. Add brown sugar to melted butter. Stir until well blended. Add remaining ingredients and pack into well-greased shallow pan. Bake in 350-degree oven about 30 minutes. When cool, Note that no rolling is needed. Cookies can be made in less than five minutes and taste much like toffee, the oatmeal tasting like nuts or cocoanut.

Louis Chevrolet Has Nothing Much Left **Except His Memories**

Misfortune Has Dogged Heels of Auto Engineer

By DON PRYOR United Press Staff Correspondent

DETROIT, March 18 -- Twentyseven years ago a famous racing driver sat down and scrawled his name on note paper with a stub

One afternoon this week Louis Chevrolet, whose signature as written in 1911 has been carried to every corner of the world on the automobile he designed, retraced a lifetime of memories in a trophy-decorated room.

Memories are about all that is Memories are about all that is left of the spectacular life which carried Louis Chevrolet from La Chaux de Fonds, Switzerland, to Paris and finally to the United States where he became one of the greatest drivers of all time.

On a table in the unpretentious front room of his home stands the Harkness Trophy, won at Sheephead Bay, N. Y., when he beat Ralph de Palma and set a new world's record of 111 miles per hour. On a stand behind the davenport rises the impressive Fort Dearborn Trophy, captured in Chicago in 1917.

Still handsome at 59, Louis Chevrolet is convalescing from a series of strokes which kept him confined for months. The coal black hair of his racing days has turned white and the impressive handle-bar mustache has given way to a small, gray one.

Except for an occasional outburst of Latin fire, Louis Chevrolet resembles a retired banker or physician, and despite misiortune that has dogged him relent-lessly, he is not as bitter as one might expect.

Peering through horn-rimmed glasses and pointing with a yellow pencil, he leated through his scrap-books. A picture of himself chatting with Marshall Foch at the chatting with Marshall Foch at the Indianapolis race track. A head-line yellow with age—"Louis Chevrolet Breaks World's Record." A shot of the tragic accident which took the life of his young brother, Gaston-"the flying Frenchman"-on a Los Angeles race track.

We asked to see a picture of the first Chevrolet car, the one he designed for William C. Durant when that wizard of promotion started his comeback after losing control of General Motors Corp. for the first time.

Like all husbands, Louis Chevrolet called to his wife in the kitchen, a handsome woman with a soft voice and sharp intelligence. To his question in French she asked: "La premier voiture? Oh, la

Chevvy?

"Oui," he said. Perhaps even more than his racing feats, Louis Chevrolet is proud of that first car. In its design he included the first coundesign he included the first coun-terbalanced crankshaft, the first gear shift lever in the middle of the floor, the first out-of-the-way emergency brake under the dash. He even planned for fend-er skirts like those now universally used, but the machine shops of 1911 could not make them.

The picture, located with Mrs. Chevrolet's aid, was almost an historic document. Around the shiny new car—first Chevrolet ever built-was grouped a crowd of automotive notables. In the center was Will Durant in black bowler and short-collared overcoat. To one side stood Chevrolet in a long linen "duster" with his handle-bar mustache.

Chevrolet's car and Chevrolet's name were destined to sweep the industry. But not Chevrolet himself. In 1914 he withdrew from the company, feeling that it would

not succeed. Perhaps there is a grain of jus-tice for Louis Chevrolet in the knowledge that Durant also eventually lost his share in the Chevrolet gold mine when for the second time he lost control of General Motors. But for Louis Chevrolet, there is the constant reminder of his name rolling by

wherever he goes.

Even that failure did not stop
Louis Chevrolet. With his name copyrighted everywhere, he set out in 1915 to make another car. This one he called the Frontenac after the first governor of Canada. For three years he returned to the grind of the race tracks. Tommy Milton also drove for him

in that campaign which put the and incidentally killed the bud- airplane engines with the backing 10 months about three years ago name Frontenac on everybody's ding Frontenac.

returned. He tried again when cars. Then, just as the business

Then came the war, upsetting signed and began producing the conversely plans and forcing him to discontinue racing until peace linder head for Model T. Ford with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked for a time as Detroit with the highest efficiency rating he worked he worked he worked he worked he worked he was Detroit with the highest efficiency rating he worked he worked he worked he worked he was Detroit with the highest efficiency rating he worked he was Detroit with the highest efficiency rat

of Glenn L. Martin, the famous Louis Chevrolet worked in the Still, undaunted, Chevrolet de- plane designer. Chevrolet told Chevrolet axle plant in Detroit. returned. He tried again when the war was over, obtaining financial backing from the son of Thomas Fortune Ryan, the famous financier. "Wall Street," Chevrolet says, froze Ryan out the war was over, obtaining financier. "Chevrolet says, froze Ryan out the way and debts with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the highest efficiency rating the worked for a time as Decret with the worked for

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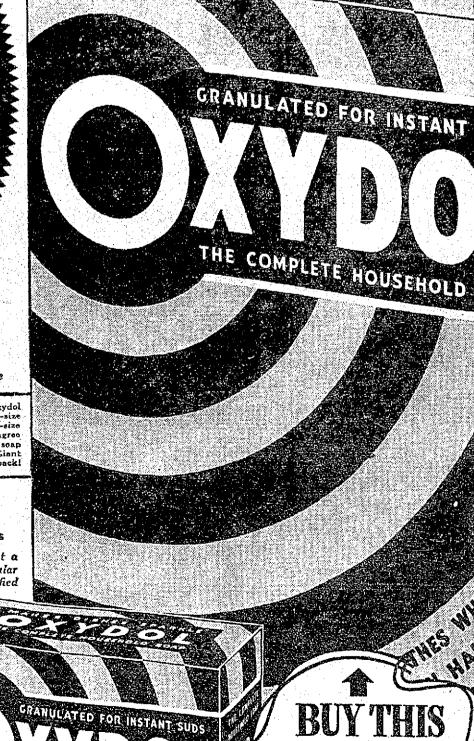
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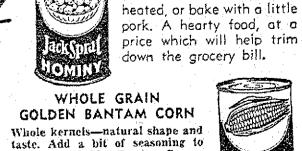




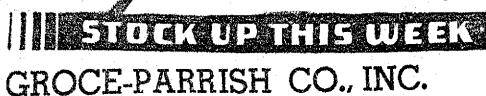
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