inderhoof Board of Trade Wants Prince Rupert to Take the Lead in Peace River Plans

In connection with the Peace River that to the Pacific coast the Vanderoof Board of Trade made a suggestion the Prince Rupert Board at its meetg last night as follows:

"We have your letter of recent date Peace River railway outlet, and note ou have a committee working on this

"At the last general meeting of this ard, the whole matter was thoroughly cussed, including the question of a parate province, and I have been inructed to write and state the attitude this board on this question.

"While our members feel that it is remature at the present time to go record as endorsing the idea of the ew province, yet at the same time, ey think it is up to the larger cenes in the territory affected, such as leace River, Grand Prairie and yourlives to take the initiative in getting possible data, and when this has been ne, to call a convention, giving reprentation to all places affected, so that e whole matter can be discussed inligently, and a decision arrived at.

"I am asked to say that Vanderhoof ill be glad to be represented at such a envention, and that our members are ry interested in this question. They sel, however, that the above mentioned entres, are in a way, more vitally conrned and we are now suggesting this move to them.

"GEORGE OGSTON."

OF BRITISH

ir Alfred Ewing Tells of His Task in Dealing With the Enemy Cyphers

KEPT NAVY INFORMED

Heard All Radio Messages and Translated Them For Use of the Admiralty

LONDON, Jan. 18,-Sir Alfred Ewing. fincipal of Edinburgh University, in an dress here told of the work done in is department during the war in stening in on the enemy radio mesiges and deciphering them for the use the British Admiralty and thus keepg the British informed of what the emy intended to do.

Admiral Sir Henry Oliver, then direcor of naval intelligence, knowing that e was interested in methods of cipherg, handed him some wireless "interpts," saying that there was no deartment for dealing with them, and witing him to attempt the job. This as the beginning of what grew to be a important organization for collecting d deciphering the enemy messages. got a few friends to come and help m; they worked hard and had rearkable luck. The deciphering office as soon established as a separate ranch of the Admiralty under the lecarer's direction; the staff of cryptoaphers was gradually increased till it mbered about 50; numerous listening ations were set up, at which the fleet mals and other wireless messages of he enemy were systematically taken in. nd from which they were telegraphed to the Admiralty to be deciphered.

MOVEMENTS FOREKNOWN When the work had passed its initial stage as many as 2,000 intercepted mesages were often received and dealt with in the course of 24 hours: In this way a close and constant watch was kept on the German fleet, and informaion was obtained beforehand of their prespective movements. Thus it was, for example, that the British Admiralty knew the day before the Battle of the Dogger Bank what German ships

were coming out, at what time they were coming, and where they were going. All this information was obtained from intercepted and deciphered German signals, by which orders were given from German headquarters to the ships concerned. It was obtained in good time to enable the British Admirarrange for suitable countermeasures, described by Mr. Churchill in his book on "The World Crisis." Next morning the action of the Dogger Bank began; the watchers in the Admiralty, deciphering every signal, followed it in all its phases from the beginning to the end. Similarly, the Battle of Jutland was brought about in consequence of the Germans signalling orders by wireless, which, when deciphered in Whitehall, gave sufficient indication of

their intended plans. SECRETS OF ROOM 40

From December, 1914, when the system of intercepting and deciphering the enemy messages had become effectively developed, and the various cipher keys had been discovered, the German fleet made no movements which were not known in advance through the information they unwittingly gave to the Admiralty by their own cipher signals. The branch of the Admiralty where all this was done was called Room 40, and the source of information to dry up, the Germans became aware how com- changing the key of the principal Naval bag." In May, 1915, for marked and the position of mine- most a part of his religion. The Zim- ed undisturbed.





Ready for Prompt Delivery THE crowning triumph of 13 years continuous progress . . . a great new automobile so arresting in appearance, performance and staunchness that it marks the opening of a new era of luxurious transportation at low cost . . . the "Bigger and Better" Chevrolet is here.

Built on a 107-inch wheelbase . . 4 inches longer than before . . . the "Bigger and Better" Chevrolet is impressively large, low and racy. From the massive new radiator, the lines of the car sweep back majestically to blend into the graceful contours of the new Fisher bodies. Rich new harmonies of Duco colors add to the striking appearance. Deep plush upholsteries and handsome appointments are evidences of the superb quality everywhere apparent in its construction. The newly improved Chevrolet valvein-head engine . . . the result of years of study in the General Motors Research Laboratories and millions of miles of testing on the General Motors Proving Ground . . . gives the "Bigger and Better" Chevrolet a new, spectacular performance which will thrill and delight you. Countless new refinements have been made through-

out. Every modern quality feature has been incorporated . . new alloy "invar-strut" pistons, used here for the first time on any low-priced car . . . new crankcase breathing system . . . air cleaner and oil filter . . . vacuum fuel-feed system . . . safety gas tank in rear . . . thermostatic control cooling system . . . etc. The chassis also has been redesigned.

As a result the New Chevrolet provides new, delightful smoothness over the entire speed range . . . a wide margin of power for hills . . . flashing acceleration . . . more speed than you can use . . . the safety of fourwheel brakes plus extra emergency brakes . . . driving and steering ease . . . and comfort over all roads at all speeds, due to extra-long, dual-action, shock-absorber springs.

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or in the Fleet. It was a jualously pectedly found British ships which had vantage of them, however, there had to three hours later. least any knowledge of it, on the part sumed stupidity of the British was a cesses, which were liable to be changed, quacious, especially in telling of their little apparent interest gave, when care- on the brink of war, reluctant to was decisive in converting American

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its business was referred to simply as It remained a secret to the end, and pletely their confidential channels of Signal Book every night at 12 o'clock: exultantly reported by wireless ciphe: fields. the work of Room 40, to avoid any was perhaps the best kept secret of the communication had been compromised. but the deciphering staff of Room 40, to avoid any was perhaps the best kept secret of the Communication had been compromised. but the deciphering staff of Room 40, to avoid any was perhaps the best kept secret of the Communication had been compromised. description that might betray the secret, War. From time to time he would be Sir Alfred Ewing described how cer- had by that time become so expert that point of immense consequence to the Among the many political messages hance against the United States, was or excite curlosity. The fact that such on tenterhooks lest the enemy should tain of the enemy's code-books came the changes caused the night watch no strategy of the war, on the naval side. The fact that such on tenterhooks lest the enemy's code-books came the night watch no strategy of the war, on the naval side. work was going on at all was known to guess that their plans were known, into British hands through amazing serious embarrassment. They were that Room 40 could be counted on to Zimmermann telegram, which was invery few persons even in official circles when on their excursions they unex-

of the enemy might have been a dis- most valuable asset, and it was not, and it was not it was not and it was not it was aster, for it would probably have caused apparently, till the War was over that 1916 the Cermans contracted a habit of too, the substant which hid Room 40 remain-

on the part of the German Fleet. Apart the third volume of the Page Letters. Page to Wilson, and was given by him Flarded secret; any suspicion, or at been sent to meet them. But the as- be a constant discovery of keying pro-

BROUGHT IN N.S.

mermann message, which revealed a conditional offer to Mexico of an al-