CHAMPION *National Change Week*

MAY 5th to 11th

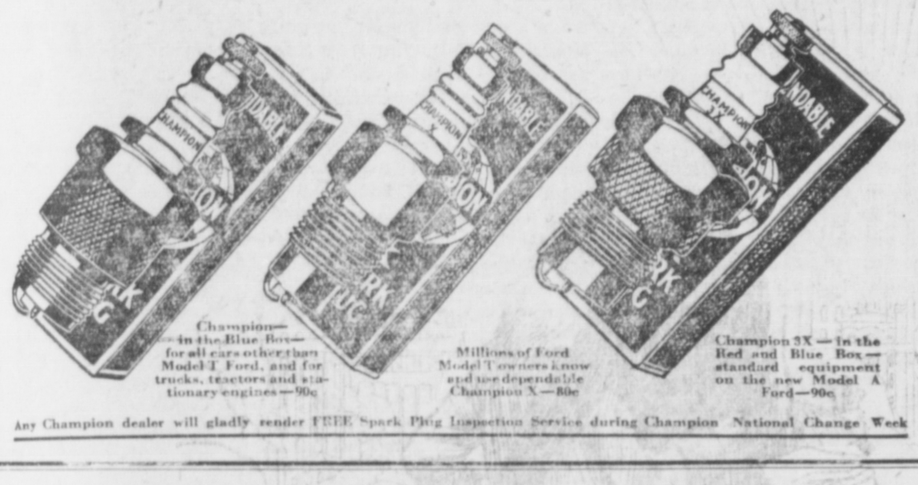
Install NEW IMPROVED CHAMPIONS

Save the Price of New Spark Plugs ***now!***

Champion National Change Week was established to bring forcibly to the minds of the motorists of the country the advisability and economy of installing new spark plugs every 10,000 miles. ¶ All car manufacturers recommend, and hundreds of thousands of motorists are changing spark plugs every year to insure better and more economical car operation. ¶ Now, more than ever before, Champion recommends the installation of a complete new set of improved Champions. ¶ The time-tested and exclusive superiorities with which Champion excels and outsells throughout the world have been greatly improved to meet *all* conditions of the most advanced engineering. ¶ No matter what spark plug you may now be using, the new improved Champions will improve power and speed, and *save their cost many times over in less gas and oil* used. ¶ Make Champion National Change Week your yearly reminder to install a complete new set of improved Champions. Any one of 12,000 dealers will be glad to serve you.

CHAMPION SPARK PLUG CO. OF CANADA LIMITED WINDSOR, ONTARIO

A CANADIAN MADE PRODUCT 718



Champion—in the Blue Box—for all cars other than Model T Ford, and for trucks, tractors and stationary engines—90c

Millions of Ford Model T owners know and use dependable Champion X—80c

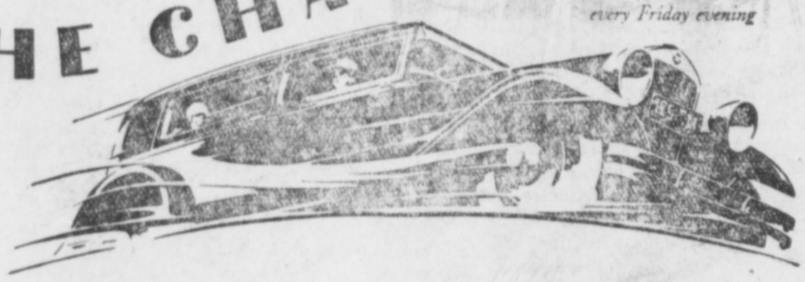
Champion 2X—in the Red and Blue Box—standard equipment on the new Model A Ford—90c

Any Champion dealer will gladly render FREE Spark Plug Inspection Service during Champion National Change Week

The Big Swing Is To ESSEX

THE CHALLENGER

Hear the radio program of the "Hudson-Essex Challengers" every Friday evening



It Challenges Your Interest in These Important Ways

EASY TO BUY

FOR INSTANCE, in this city your first payment, with your present car included, may be as low as $375 *and your monthly payments* $40.00.

Your present car will probably cover the entire first payment. *The H. M. C. Purchase Plan offers the lowest terms available on the balance.*

EASY TO OWN

On our own streets Essex the Challenger, under competent observation, averaged 22 miles per gallon. The average owner in this city can expect 18 to 20 miles and upward. Hundreds of records all over the country during "Challenger Week" prove Essex economy. Commercial users operating large fleets of Essex cars say that *service and maintenance costs* covering millions of miles of operation, are lowest of any car ever tested.

The buying public has picked Essex the Challenger as the greatest value of 1929. They are giving it the biggest business even Essex has ever known. By thousands they are trading in other makes for the great Essex value. Never before has public approval been so near universal.

A Wide Choice of Colors at No Extra Cost

The variety is so great you have almost individual distinction

Here is a BIG adult-size "Six"—fine to look at—roomy and comfortable—built as strongly as any car at any price. Upholstery and appointments are rich and handsome. There is such a wide variety of colors, that no matter what your choice you have almost individual distinction.

A SUPER-SIX motor—challenging up to 70 miles an hour—60 miles an hour, hour after hour—in getaway it challenges any car at any price—it challenges all in climbing hills.

Hydraulic shock absorbers are standard—they do not cost one cent extra. The same with radiator shutters, air cleaner, windshield wiper, safety lock, chromium-plated cowl lamps. Add up for yourself the extras Essex offers to added cost and you will see about $100 in extra value in those items alone.

$840 AND UP *f. o. b. Windsor Taxes Extra*

Coach	$840
2-Pass. Coupe	840
Phaeton	840
Coupe (*with rumble seat*)	875
Standard Sedan	960
Town Sedan	1025
Roadster	1025
Convertible Coupe	1080

Standard Equipment Includes: 4 hydraulic shock absorbers—electric gauge for gas and oil—radiator shutters—saddle lamps—windshield wiper—glare proof rear view mirror—electrolock controls on steering wheel—all bright parts chromium-plated.

The Canadian Government has recently reduced the Sales Tax on Automobiles. Hudson-Essex cars are now priced accordingly.

Prince Rupert Auto Company

Phones 75 and 275

News of the Mines

AROUND PRINCE RUPERT

Duthie Mill to Resume June 1; Northern Light and Premier Border Merged; To Drive Tunnel on George Copper

The mill at the Duthie mine will resume operations about June 1, the management announces. It was closed down last December to facilitate extensive alterations and improvements which are now nearing completion. A 24-inch sorting belt is being installed. The Atlas Exploration Company and Mining Issues Corporation, Ltd, has now paid at the rate of 50c for 330,000 Duthie shares and has under option 670,000 shares at the same price, making a total of one million, it proposes to take over eventually or half of the authorized capital. This company is now in control of the property.

In order to raise additional funds for payments on the property and for development, directors of the Northern Light Mines, Ltd., operating at Stewart, have approved a proposal for amalgamating with the Premier Border Gold Mining Co., Ltd., for an amount of stock in that company equal to the number of shares which are issued in Northern Light. Voting control of Premier Border will pass to Northern Light. It is believed possible that Northern Light may be taken over by Premier, which will have to extend its holdings if it is to keep operating on the present basis, or that Premier, B. C. Silver, Sebakwe and Northern Light may be jointly operated. The Northern Light lies a little to the north of the main Premier claims, while one of three of the Premier Border's groups of claims is also adjacent to Premier. The main tunnel on the Northern Light directed toward Premier and Sebakwe has advanced to a length of 310 feet. The tunnel has shown gold and silver values throughout its entire length. The last assay at 300 feet showed ruby silver along with pyrites and gave a spot assay of over $9 in gold and silver. While this is not shipping ore the values are encouraging. The policy is to continue this tunnel and a surface mining plant is to be purchased and placed on the property at once. G. R. Bancroft is consulting engineer for the Northern Light. The whole property will henceforth be known as the Premier Border.

Air lines are now laid to No. 1 and No. 3 tunnels on the Marmot River Gold property at Stewart and machines are working in No. 1, where the main vein has been reached. Drifting laterally on this vein will start in both directions when the superintendent is assured that he has completely cross cut No. 1 vein and its hanging foot walls. The vein so far indicates width of well over 30 feet. Machines will also be started in No. 3 vein shortly, where only about 40 feet remains to be crosscut to reach the vein. This is one of the company's most important veins and its underground development is being awaited with interest.

Driving of a tunnel at the George Copper mine is expected to be undertaken as one of the first steps following the taking over of management by the Consolilated Mining & Smelting Co. Drilling has been recently proceeding in ore of 2 and 3 per cent copper content, a substantial volume of such ore being encountered. Diamond drilling will be continued this season.

A good deal of work has been accomplished by the Columario Gold Mines, Ltd., which is operating 22 claims on Kleanza Mountain, about two miles from the Usk railway station, and at an elevation of 1800 feet. There is a series of gold-bearing quartz veins averaging from two to eight feet in width. Some of the veins have been traced for 2000 feet on the surface by open cuts and trenches, more or less work having been done on 12 different veins. Since the company started work last July, two tunnels 600 and 400 feet in length and all in ore—have been driven on vein No. 4 with cross-cuts intersecting veins No. 3 and 5, the distance between the tunnels being 150 feet. Two other tunnels on veins No. 1 and 6, 100 and 200 feet long, had been driven previously. The total length of the tunnels is at present about 1600 feet, all being in ore except the cross-cuts. Assays from regular sampling of the tunnels ran from $4 to more than $200 in gold, besides values in silver and copper. There will be milling as well as shipping ore. Gold occurs with sulphides of copper and iron in quartz gangue. There is good machine equipment on the property, including compressor, drifters, steel sharpener and air hoist, and, when two shifts are run, 20 feet of tunnel can be driven per day. John Willman is in active charge of operations. Columario will soon be listed on the Vancouver stock exchange.

DISTANCES TO PANAMA CANAL

Special Committee of the Board of Trade Reports Result of Investigations

At the meeting of the Board of Trade a report was received from the special commitee appointed to investigate the distances from Prince Rupert to the Panama Canal. This committee consisting of J. H. Pillsbury, Phiiip M. Ray, W. O. Fulton and Capt. J. R. Eifert reported as follows:

Through the efforts of Mr. Ray we have secured data from three Vancouver authorities on comparative distances to Vancouver and to Prince Rupert from the Panama Canal. We also have these distances as computed by Captain Elfert, Prince Rupert harbor master.

These authorities vary somewhat and the differences in the distances range from five to 15 miles.

Taking averages, we find the distance from the canal to Prince Rupert is 4447 miles by Dixon Entrance and 4337 miles by Hecate Straits, a difference of 110 miles in favor of Hecate Straits.

The distance from the canal to Vancouver is 4077 miles, as given in Phillip's Distance and Speed Tables to the chief ports of the world, therefore it is 370 miles further to Prince Rupert by Dixon Entrance and 260 miles further by Hecate Straits.

One of our Vancouver authorities, who holds an extra master mariner's certificate, and who is a member of the Federal Pilots of B.C., Ltd., makes the following statement:

"We understand that the British underwriters bar the use of Hecate Straits, although why they do so we cannot understand, unless it is on account of old charts showing several shoal patches, marked, 'position doubtful.' Local men have known these dangers were non-existent, and the late surveys have confirmed this knowledge. We consider Hecate Straits quite as safe as Dixon Entrance, especially if further aids were established."

Examination of the chart accompanying shows that a straight course can be laid from Cape Mendocino right up through the centre of Hecate Straits to Brown Passage. However, a vessel proceeding north would usually pick up Cape St. James, whether coming up inside or outside of Queen Charlotte Islands. This would mean only a slight diversion from the straight course up through Hecate Straits, and the added distance would be negligible. It is obvious that this course, instead of being "zigzag," is much more direct than via Dixon Entrance.

READY FOR CONVENTION

On the motion of G. W. Nickerson the Board of Trade last night decided that the President should appoint a committee to draft resolutions to come before the annual convention of the Associated Boards of Trade at its meeting here in June.



A PUNCTUAL WOMAN IN A STRANGE PROFESSION

Miss R. Belloille, 75, for 37 years has travelled 70 miles a day giving her clients big offices and organizations, official time, checked by her famous watch chronometer at Greenwich.

Grouse Mountain Greater Community Spirit Campaign



A FORTUNE IN PRIZES
$1.00 Makes You Eligible

HELP yourself to a fortune!—and at the same time help to make Grouse Mountain the outstanding scenic resort and playground on the continent . . . a tourist magnet which will attract a golden stream of tourist dollars to Western Canada. The Plan is simple:

1. The Company has made provision for a Grand Prize of $25,000, also Weekly Cash Prizes totalling $1,000 each week for the duration of the campaign. The Weekly Cash Prizes shall be divided as follows: One, $200 Cash Prize; One $100 Cash Prize; Twenty-eight, $25 Cash Prizes . . . thirty Prizes in all.

2. Every Purchaser of a $1.00 Grouse Mountain Highway Community Spirit Ticket is eligible to receive one of the Weekly Cash Prizes.

3. A person purchasing more than one ticket will be eligible to receive a Cash Prize for each ticket purchased.

4. Each week the prize winners' names and addresses will be published. At the completion of the Campaign all persons who have won a Weekly Prize will become eligible to the $25,000 Grand Prize.

5. The Grand Prize shall be awarded to one of the Weekly Prize Winners at the end of the Greater Community Spirit Campaign.

6. The methods of awarding the Prizes shall be fair and impartial, each Ticket holder having equal opportunity without prejudice. The following well-known men of unquestionable integrity have accepted the responsibility of awarding the Prizes and their decision shall be final and binding:

HONOURABLE W. C. SHELLY, Minister of Finance of British Columbia.
Minister of Finance of British Columbia.
W. ROY W. McINTOSH, Man.-Dir., Kelly, Douglas & Co., Ltd.
R. I. McDOUGALL, member Grant & McDougall, Barristers.
DR. G. H. WORTHINGTON, President, Vancouver Drug Co., Ltd.
M. H. LEGGATT, formerly Sec.-Treas., Wood, Vallance & Leggat, Limited.
DONALD McLEOD, with Stewart & Welch, Contractors.
BRENTON S. BROWN, President, Greater Vancouver Publicity Bureau.

7. It is not necessary for the purchaser of a Greater Community Spirit Ticket to visit Grouse Mountain during this Campaign to become eligible to the Prize Money, but such person may drive over the Grouse Mountain Scenic Highway once for each Ticket purchased at such time as suits the purchaser's convenience.

8. Purchaser of Tickets whose Application Coupon arrives at the Grouse Mountain Highway and Scenic Resort Limited office on or before 5:00 p.m. of Friday each week will be eligible to receive the current Weekly Cash Prizes. Coupons received subsequent to that time will be eligible to the succeeding week's Prize.

9. All records in regard to sale of tickets and all monies received and paid shall be under the supervision of Geo. A. Touche & Co., Chartered Accountants, Vancouver, B. C. The Dominion Bank of Canada will be the depository of all Campaign Funds.

10. Fill in the attached Coupon with name and address plainly written. Attach $1.00 for each ticket desired. *Mail to the*

GROUSE MOUNTAIN HIGHWAY AND SCENIC RESORT LIMITED,
440 Pender Street West Vancouver, B. C.

Coupon Application No. 6D.

Grouse Mountain Highway & Scenic Resort, Ltd.
440 Pender St. West, Vancouver, B. C.

Gentlemen: Please send me

1 Grouse Mt. Community Spirit Ticket ☐
2 Grouse Mt. Community Spirit Tickets ☐
5 Grouse Mt. Community Spirit Tickets ☐

I attach $1.00 (check / currency) for each ticket desired.

Name _____

Street _____

City _____

I understand each ticket entitles me to drive over the Grouse Mountain Highway once; also that each ticket makes me eligible to participate in cash prizes you are awarding in your Greater Community Spirit Campaign.

2-4 G. M.