At the meeting of the city on

News of the Mines

AROUND PRINCE RUPERT Georgia River Gold Mines Engages Expert; Great Mining Future for Northern B. C.; Rocher de Boule Yielding Good Ore

Owing to the extension of its development operations on the Georgia River property, near Stewart, the Georgia Rouyn, Quebec, and on the forma- be the home of the travelling River Gold Mines, Ltd., has engaged R. G. Mellin, M.E., tion of the Rocky Mountains at scholars. It is equipped with as manager and engineer in charge of operations at the such spots as Jasper Park, Al- sleeping quarters, kitchen, radio the city solicitor was instructed 3rd Ave. (east side). mine. Mr. Mellin has had an extensive, practical and berta, with special attention to the and apparatus for motion pic to proceed with the preparation of Alderman Dibb explained that permanent residents were getting. technical experience gained by association with many of the country from east to west, will the larger mining corporations in the province, including engage the 25 students constitu-

once put the Beach camp in shape Hyder. Work was started on the falo. art. At the mine a new plant is lead. One vein, from 30 to 35 _ to be installed consisting of two feet wide, is traceable for about Petter engines and compressors: 500 feet, striking northward, This plant will soon be shipped while the other runs from the botnorth from Vancouver. Recently | tom of the mountain to apparently ore carrying high gold values was intersect the first. This vein, upstruck in the main tunnel at a on which work is being directed, depth of over 100 feet from the also carries gold, silver and lead. surface. Assay samples range from \$51.39 to \$94.50 per ton. Two camps are now in operation Drifting on the vein is being un- and 50 men are employed by the dertaken at once to determine the Owen Lake Mining & Development size and extent of the ore body. | Co. on the Cole and Wrinch properties on Owen Lake, 22 miles

There lies before northern Brit- south of Houston. There is a ish Columbia on era of mining de- 115 h.p. plant on the Wrinch velopment that promises more claim and a 50 h.p. on the Cole. than the conservative person These plants, with sawmill and would care to speculate on in print camp buildings erected and supsays Financial News. Two great | plies on hand for six months, have contract zones favorable for min- put the company in shape to coneralization have been defined. | centrate on active development. The Premier mine is a fair instance of what we may expect to The Cole shaft is down 70 feet find between that point and the and is sunk in the softer footwall. Yukon boundary. To develop this | While test holes in the vein have great mineral district, the Finan- shown good values and widths, a cial News declares that it is im- crosscut through the vein will perative that a railroad be built shortly be driven and some drifting done on the vein to show in from Stewart.

widths and values to better ad-Five hundred sacks of concen- vantage. The main Wrinch crosstrates from the Toric mine were cut tunnel is now in about 250 recently shipped south by the new feet. At 130 feet it cut a fourmanagement, having been milled foot vein which was not previously previous to its acquisition of the known. A sample cut across the property. Operations at the Toric four feet gave values of \$26.84 per will now be at a standstill until ton, almost identical with the the Russo-Asiatic Consolidated values in No. 4 vein. The main has closed its option on the prop- cross-cut is planned to cut seven

known veins at depth with aver-

age values of \$25. The other

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which it is used.

Rocher de Boule mine, near veins are shown up by open cuts Hazelton, which was acquired re- or short tunnels. It now seems cently by the Aurimont Mines likely that a number of other new Ltd. of Vancouver and is being veins may be discovered by the developed under the management cross-cut. Development of tonof W. S. (Duke) Harris, is ship- nage promises to be unusually ping about 10 tons of ore a day. rapid and simple, due to the A three-ton tractor is used in straightness of the veins and their transporting the ore from the surprisingly consistent values. mine to the railway at Skeena Surface exposures show several Crossing. The ordinary run of cross veins. Work is being carore is around \$35 per ton, although ried out under the advice and ditwo carloads have gone \$65. rection of Prof. J. M. Turnbull Principals of the Auriment Mines of the University of British Coare Nicol Thompson, Frank Bagg, lumbia and H. L. Batten, M.E. G. W. Ledingham, Thomas Flech- The directors of the company are er and G. L. Salter, all of Van- Frank H. Taylor, president and couver, Rocher de Boule pro- managing-director; F. A. Dietduced about \$1,500,000 worth of rich, vice-president; A. A. Ross, copper-silver ore several years W. A. Castleton and W. E. Winago.. The property was bonded termute with H. H. Falding as from the Oppenheimer estate of secretary. Butte, Montana, by Harris brothers, who, in turn, transferred the deal to the Aurimont.

A new company, Cantu Mining Co., an Alaskan corporation, has acquired the Cantu group of

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Will Study Formation of Rocky Mountains Near Jasper

WINNIPEG, March 19. - A gether this summer. the Granby and Consolidated com- ting this year's Princeton summer panies. More recently he was claims on Cantu mountain, be-school on geology which, commanager of the Riverside mine at tween Texas Creek and Salmon mencing its tour on June 22 in Stewart and for the past two years Glacier on the American side. Canada's eastern maritime provhas been consulting and operating Capitalization is \$1,000,000 and inces, will proceed westward engineer for the Pacific Tidewater the directors are D. R. Reigel, through Montreal, Winnipeg and

tablished with the town of Stew- the values are in gold, silver and sive yet undertaken by the sum- of this extensive district.

mer school, covering in all over 5300 miles, of which about 5300 will be over the lines of the Canadian National Railways.

Last year students from Manchester University, Oxford, Cambridge, Cornell, Pennsylvania, State College, Williams and Columbia, besides Princeton, made the trip. It is expected that a similar group will be gathered to-

study of the new mining fields at A special car, "Princeton," will

GAVE LECTURE

for receiving equipment and sup- claim in 1925 when a 20-ton ship- The program for this year is he described the year's develop- position, are as follows: plies which will be coming soon ment of surface rock was made, under the direction of Professor ment in this district. He espec- Second Avenue-6th St. to 7th retaining wall in front of his be natives were the wards of in large quantities. Telephonic running over \$100 to the ton. Richard M. Field of Princeton ially featured the possibilities for St. (north side). communication is also to be es- There are to known veins and University. It is the most exten- prospecting in the warious parts Second Avenue-3rd St. to Mc- or mity. It was referred to the hould be asked from the late.

City Council Takes First Step Toward Completing Downtown District

cil last night, it was decided to Fifth Street—2nd Ave. to 3rd man Macdonald asked that there continue the work of paving the Ave. (west side). downtown section of the city, and Seventh Street - 2nd Ave. to work now and then as others were bylaws. Alderman Prudhomme the way the board of works was this. took excepton to the cost of the tackling the job this year should Mayor McMordie pointed sidewalks laid last year and sug- result in greater efficiency. gested that tenders be called if Alderman Brown stated that the manent residents, who were many only to keep check on the esti- grades would be taken by an in- (ing very little work and he did we Dr. Howard T. James, resident mates of the city engineer. He dependent surveyor as suggested think they should take the way engineer for the northwestern asked that each alderman be fur- by Alderman Prudhomme. The way from them and give to mineral survey district, gave a nished with an estimate of costs, city engineer would have little cutsiders. He thought the Mines. Mr. Mellin has already James D. Ramage and Conrad the Rockies as far as Vancouver, public lecture last Friday night He thought the city council should time for that work. established his new headquarters Wolfle of Spokane, and Holgar returning to the east after six in Vancouver under the auspices know what was to be the cost in at Georgia River. He will at Johnson and E. D. Haddon of weeks by way of Toronto and Buf- of the British Columbia Chamber all such work. The sidewalks to The city council at its meeting provide employment for meeting the sidewalks and the sidewalks to the British Columbia Chamber all such work. of Mines in the course of which be laid, provided there is no op- last night was asked to allow one.

Bride (south side). Board of Works.

Third Avenue-7th St. to 8th St. (north side). Third Avenue-7th St. to 8th

St. (south side). Third Avenue - Lot 38 to Mc-Bride (south side).

McBride-2nd Ave. to 3rd Ave. (west side).

Second Street-2nd Ave. to 3rd cil last night met a delegation Ave. (west side). Metlakatla natives living in % Fifth Street-2nd Ave. to 3rd city who were asking for a share At the meeting of the city coun- Ave. (east side). of unemployment relief. Alde.

given some consideration a day cetting. Others who were w

that there were married men men

was being imposed upon by siders. They could not be as

place, Graham Avenue, on city federal government and that is department.

SOME FACTS ABOUT THE

Production and Demand for New Ford Exceeds All Previous Records

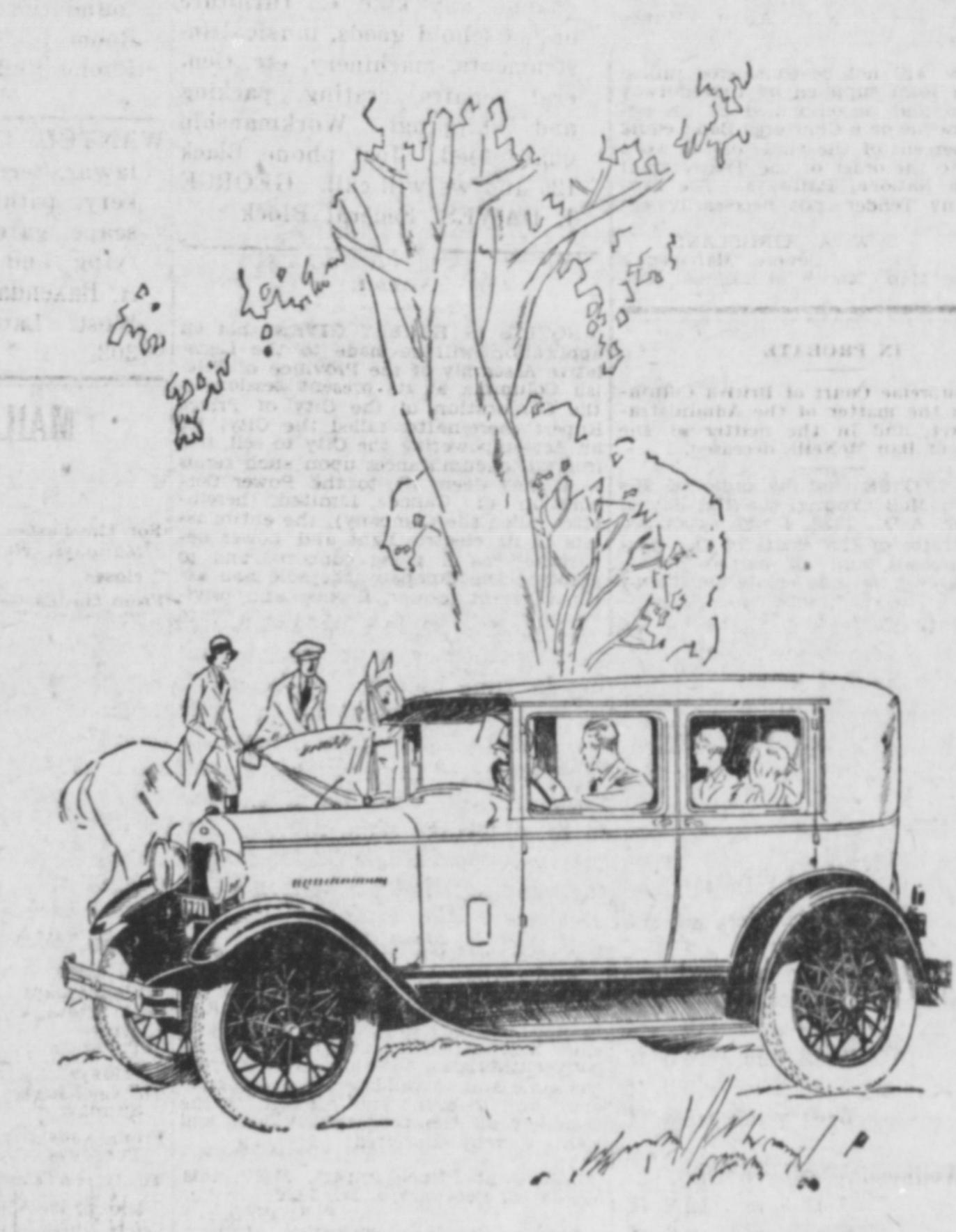
The manufacturing schedules of the Ford Motor Company of Canada, Limited, have been steadily built up until a new daily record for Canadian automobile production has been reached.

Despite this peak output, orders for the new Ford keep uniformly ahead of the rising tide of manufacture. It is therefore necessary to continue a high rate of production. To this end a steady flow of material from more than 385 Canadian sources streams into the Ford plants. And here, with more than 10,000 men on the payrollis (almost double the previous employment record) these materials are converted into New Ford cars.

Ford Quality of Manufacture Has Been Strictly Maintained

In the effort to build enough New Ford cars to meet requirements, no deviation from the high standard of Ford precision has been permitted. This standard, unbelievably strict, was set before the car was placed upon the market, and it has since been rigidly adhered to.

In the New Ford Car 40 different steel alloys are used. Each is chosen for the specific use for which it is best adapted. In the transmission gears alone there are seven different kinds of alloys. Likewise, the forged steel spring perches, hardly bigger round than a man's thumb, will withstand a strain of 15,000 pounds. This is 30 times greater than the strain put on them in ordinary use.



The excellence of materials used is matched by the careful precision of its manufacture. For example, the eight valve guides in every engine may deviate from perfection only by 1/30th of the thickness of the average human

The simplicity and soundness of Ford design is unparalleled. Such manufacturing methods ensure a

high degree of satisfactory performance over a long period of

Ford Performance is the New Standard for Judging Automobiles

The rapidity of get-away and acceleration of the New Ford is a by-word. Its endurance, which

permits sustained driving at the higher speeds hour after hour, is little short of marvelous. The case with which steep hills are climbed in high gear is equally as impressive. Shifting gears, steering and handling the car under the most trying road conditions are exceptionally simple. 25 to 30 miles per gallon of gasoline and remarkably low oil consumption give a worthwhile operating economy.

In city traffic and on country highways, the New Ford performs as well as and often better than considerably heavier and higher priced cars. In the light car field it is absolutely without equal.

By these marks of Ford performance other motor cars are being judged. It simply means that price is no longer the gauge of automobile quality.

Ford Beauty Is More Than Skin Deep

On the surface the New Ford car is all that you want it to be. Beautiful low lines, harmonious color combinations, sparkling nickel, sturdy steel spoked wheels and balloon tires all play their part in making this a car of graceful proportion and handsome appearance.

But its real beauty is invisible. The quality of materials; careful workmanship; correctness of design; the things that really matter-these are the points in which the New Ford is exceptional.

Windshield of shatterproof glass and a six brake system, fully enclosed, safeguard occupants in any emergency. Four efficient shock absorbers in conjunction with the best proven light car spring system, give matchless riding comfort. All models are completely equipped to provide the ultimate in comfort, convenience

and safety.

If you have not ridden in the new Ford car, or experienced the thrill of driving it, there awaits you the knowledge that car values have actually changed; that a really fine car has come into the light car field; and that values offered by the new Ford cannot be duplicated anywhere. Your local Ford dealer will prove these statements by demonstration.



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