

## Checker Tourney Line-ups Changed

Another entry in the Civic Centre checker tournament has altered the round-robin play-down lineups. New opponents are as follows:

First round—John Bulger vs. Larry Stanwood; Jack Stirn vs. H. Dean Freeman; D. D. Carr-Harris vs. Jerry Lemire.

Second round—Stanwood vs. Stirn; Freeman vs. Carr-Harris; Lemire vs. Bulger.

Third round—Bulger vs. Stirn; Stanwood vs. Carr-Harris; Freeman vs. Lemire.

Fourth round—Bulger vs. Freeman; Stanwood vs. Lemire; Stirn vs. Carr-Harris.

Fifth round—Bulger vs. Carr-Harris; Stanwood vs. Freeman; Stirn vs. Lemire.

First playdown night is next Tuesday, at the Civic Centre adult recreation room.

## Skiing Active Juneau Sport

JUNEAU—Skiing is quite active at Juneau. Recently more than forty junior skiers made a two nights' stay at the upper ski bowl cabin where conditions were said to be near perfect. There has also been considerable going on at Slalom Hill, where the ski tow was held daily for three days.

## Hockey Scores

**Pacific Coast**  
Edmonton 4, Saskatoon 0  
Seattle 8, Victoria 4  
New Westminster 2, Vancouver 2 (tie)

**Western International**  
Nelson 3, Kimberley 5  
Okanagan, Pacific Coast  
Penticton 4, Kerrisdale 8

## Basketball Schedule

January 12—Bulgers vs. Beavers, Fraser & Payne vs. Merchants, Elks vs. Manson.  
January 15—Beavers vs. Maple Leafs, H. Green vs. Merchants, CCC 99 vs. Hainmakers, Gordon & Anderson vs. Elks.  
January 19—Annunciation vs. Bulgers, Fashion vs. Fraser & Payne, Manson vs. CCC 99.

## Remember when?

Henry Armstrong, Los Angeles holder of the world's featherweight boxing crown, knocked out lightweight Enrico Venturi in the sixth round 13 years ago tonight. That was the start of a year that saw Armstrong simultaneously holding three world titles—featherweight, lightweight and welterweight.

**HEAVY HORSE**  
The Shire horse, the largest draught horse in the world, usually weighs as much as 2,000 pounds.

## BASKETBALL TONIGHT

6:45—JUNIOR  
Bulgers vs. Beavers

7:30—INTERMEDIATE  
Fraser & Payne vs. Merchants

8:45—SENIOR  
Elks vs. Manson's

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KNOW YOUR PRINCE RUPERT—

## Rupert Motors Limited Local Business Success Story, Started Humbly

How It Started Through Enterprise of One of  
City's Pioneer Business Men

Rupert Motors Ltd., with which the Daily News commences its weekly "Know Your Prince Rupert" series today, may not be one of the most venerable businesses in Prince Rupert, although it did have its commencement about a quarter of a century ago, but it certainly had its roots in the beginning of things here.

Its story is like that of many local businesses which started in a small way and, keeping pace with the advancing progress of the city and sometimes ahead of it, has become an ambitious and successful enterprise which is adequately carrying on today and has put itself in a position to take care of the needs in its line of this rapidly growing city.

When horse drays were the mode of heavy transportation in Prince Rupert, J. A. (Jack) Lindsay was early on the job with his fleet of trucks and equine motive power. He and his brother, Joe, still with him today, had started earlier with wheelbarrows and one-horse wagons building their stock and equipment as demand increased. When automotive equipment commenced to become the efficient way of trucking, Lindsay Cartage Co. changed with the times. It was in that way that Mr. Lindsay became interested in motor vehicles and, seeing an opportunity with good agencies offering due to the reputation he had already built up as a successful business man, entered the field. So it was that Rupert Motors had its inception.

Elsewhere on this page today is recorded how Mr. Lindsay started his Rupert Motors in a humble and languishing blacksmith and machine shop on Park Avenue, finally erecting a mod-

ern garage building at the corner of Second and Park Avenue and a few years ago building the fine structure which now houses his Rupert Motors on Second Avenue at First Street. So it has been a local success story for this enterprise which had its conception in comparative adversity, weathered the difficulties of depression years, coped



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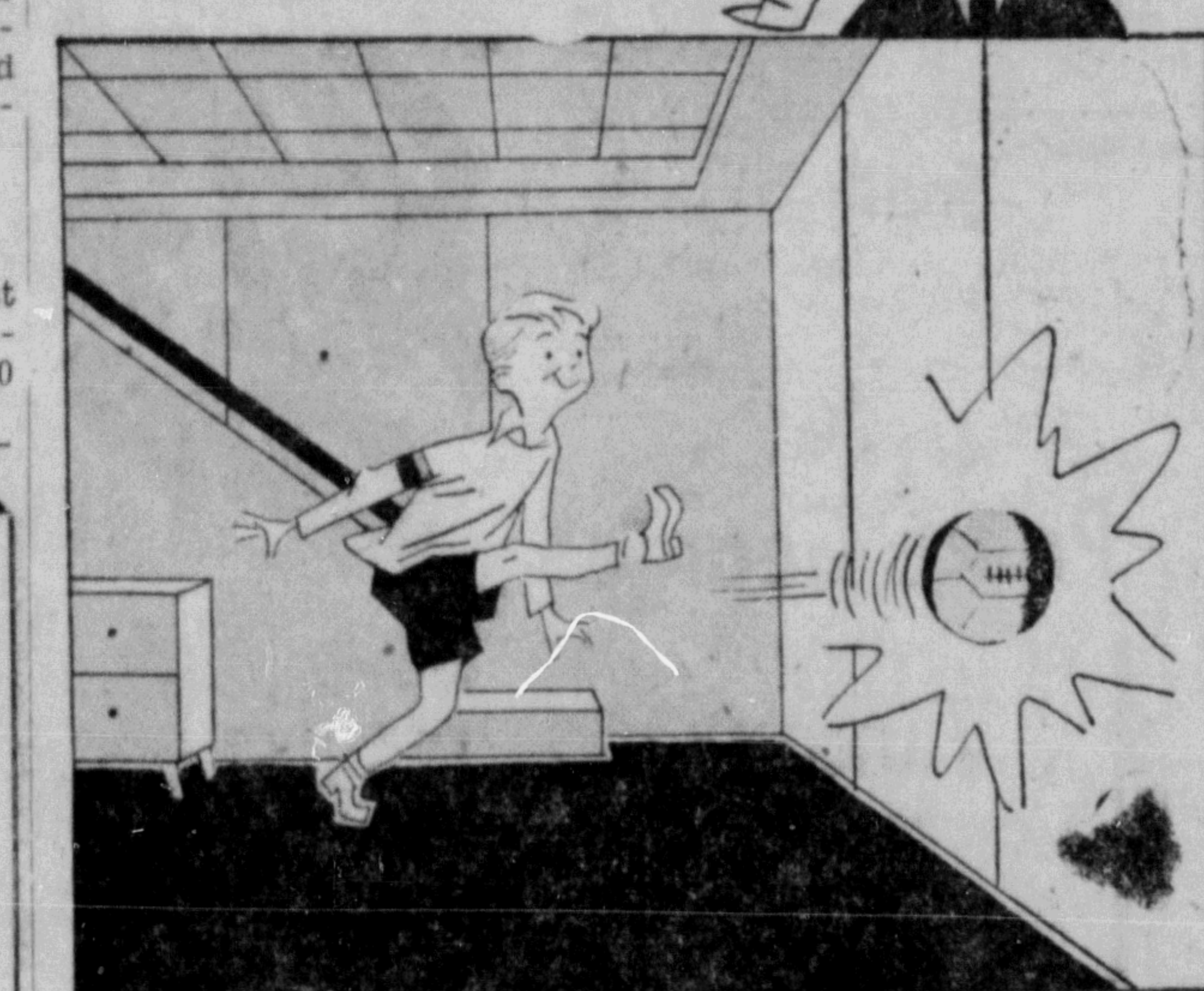
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with the problems of the war year boom and is now, strongly rooted and equipped, meeting competently the current demands of Prince Rupert's permanent era of expansion and prosperity.

### PERSONALITY

No business story is complete, of course, without its personality angle. Mr. Lindsay may not drive his own truck around town these days as he once did but, in the background of Rupert Motors as well as his other business concerns, he is still an active force. Down at the waterfront in his office on the Canadian National Railways dock, he is to be found from 8 a.m. to 5 p.m. every day, and at other hours when pressure demands, still personally directing the dispatch of Lindsay Cartage. He continues a top transportation man in Prince Rupert although now it has become a matter of delegation to his many executives and employees. But he is

still modest and reticent—he would not even consent to having his picture published.

Jack Lindsay is a pioneer not only of Prince Rupert. He came here in 1908. He is a native son of British Columbia, having been born in Victoria. He started working in the cartage business as a boy in 1893 and in 1900 went north to the Yukon. Soon after the White Pass and Yukon Railway was completed he travelled from Skagway to Whitehorse, thence down the Yukon River to Dawson with a scowload of perishables for the then rip-roaring gold metropolis.

He stayed in Dawson until 1903 when he went to Fairbanks to drive stage between there and Valdez through the rugged country which is now served by the Alaska Railway. Leaving Alaska in 1907, he was for a short time in Vancouver. Year 1903 found him in Prince Rupert working on townsite clearing. He started in the transportation

business here with a wheelbarrow from the little railway which ran up Centre Street. Then came the one-horse drays, the bigger trucks, the motor vehicles, until now the large and well-equipped fleet which the company operates here.

### CHIEF LIEUTENANTS

Chief lieutenants of Jack Lindsay at the Rupert Motors are Sid Hunter and Jack Lindsay Jr., both of whom also qualify as pioneers and local boys who have grown up with the city and with the business.

Sid Hunter came here in 1909 as a small boy and, except for brief interludes, has lived here all his life. He started in the coal and transfer business with his father, the late D. McD. Hunter, went to Ontario for a while and came back to Prince Rupert to start as a clerk with Rupert Motors at its inception. He is now general manager of the concern.

Jack Lindsay Jr. (son of the

Prince Rupert Daily News  
Saturday, January 12, 1952

head man) was born here in 1913 and has lived here all his life. He served as an officer in manager. In athletics he is a the Royal Canadian Air Force well-known and popular figure, during the war and a good part specializing in baseball and of the time was stationed right basketball. The competent staff of Ru-He has been identified at times pert Motors is listed elsewhere with the various Lindsay enter- in entirety.

## A. P. GARDNER & CO.

CHARTERED ACCOUNTANTS

ALFRED L. BELL, C.A.

Resident Partner — Prince Rupert

325 Fourth Ave. East

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Rupert Motors Ltd. first took root around the scene of a combination blacksmith and machine shop located on First Ave. East close to the present site of Thom's Sheet Metal Works.

J. A. Lindsay first became interested in the automobile business back in 1918 through assisting to finance the purchasing of cars and trucks for the owners of the blacksmith and machine shop. Eventually he took over the agencies and equipment. In 1929 Mr. Lindsay moved Rupert Motors into a new modern structure at the junction of First, Second, Third and Park Avenues, jointly occupied by Lindsay Cartage and Storage Ltd.

Rupert Motors have followed through with distribution of Chrysler Corporation Products during the various stages of that corporation's development holding the dual franchise Dodge DeSoto and Dodge Trucks, also Chrysler Plymouth and Fargo Trucks. Rupert Motors Ltd. never deviated from the line of cars and trucks that had proven themselves superior in this, one of the most rugged districts on automotive equipment.

Rupert Motors Ltd. weathered the depression of the thirties and has progressed continually. The war years 1940 to 1945 put terrific pressure on the staff because of priorities and shortages of essential vehicles, repair parts, materials to say nothing of the lack of qualified mechanical help. For 4 years the personnel of Rupert Motors burnt the midnight oil behind blackout screens in an endeavor to "keep the wheels turning." Spare time help was recruited from the Navy, Army and Air Force and from the shipyard mechanics some excellent workmen, some not so good, but this extra help kept things going on an average of twelve hours a day and bridged the crisis.

About 1945 with seams stretched to the breaking point the firm launched on an expansion program. Rupert Motor's modern new structure was erected in the centre of the city at the corner of 2nd Ave. and 1st Street in the same block as the Civic Centre.

This building was originally intended to house the Dodge DeSoto Division, and did so for about 18 months while the Chrysler Plymouth Division operated from the original building at Park Avenue. Later in 1949 in keeping with Chrysler policy, advice was received that the dual franchise could no longer be held, and the natural choice was Chrysler-Plymouth Fargo. Customers were thus given the best coverage to choose from. In the interests of efficiency and economy the entire staff and equipment was moved to the present scene of operations.

## KNOW Your Prince Rupert Firms...

J. A. Lindsay Founded the  
Business in 1929

When the first garage building was opened in 1929 the management and staff was as follows:

J. A. Lindsay—Owner and original founder

Jim Hunter—Shop Foreman (now deceased)

Fred Schaeffer—Mechanic (now deceased)

Johnnie McKay—Mechanic (now at Stewart, B.C.)

H. M. Foote—Part time accountant (now employed at city hall)

Partsman—S. J. Hunter.

Thus we see that President of the company J. A. Lindsay and the present General Manager S. J. Hunter are the only members left of the original group in 1929.

With only six full time employees, the partsman served gas, ordered parts, posted customers' accounts in his spare time, and oh yes, sold cars when he could which was not very often. The picture has changed since then, and about 1935 when new car sales became a little more common, the real value in Chrysler built vehicles became recognized, and the prices became more competitive with Ford and General Motors. Today, Chrysler is one of the big three automotive manufacturers.

Today Rupert Motors Ltd. has twenty-two full time employees and two part time gas pump attendants, a total of twenty-four on the regular payroll.

### Executive and Office Personnel

J. A. Lindsay (Jack Sr.) ..... President  
S. J. Hunter (Syd) ..... General Manager  
J. S. Lindsay (Jack Jr.) ..... Sales Manager  
B. F. Tilley (Ben) ..... Accountant  
Mrs. A. J. Bolton (Joselyn) Assist. Accountant  
Mrs. L. H. Howson (Lillian) ..Cashier-Stenog.  
Miss D. E. Kennedy (Diane) ..... Stenographer

### Parts Department

J. H. Horne (Harry) ..... Parts Manager  
H. Williams (Herb) ..... Partsman  
R. Edgar (Dick) ..... Pump Serviceman  
S. Kaardal (Stan) ..... Asst. Pump Serviceman  
J. McDonald (John) ..... Asst. Pump Serviceman

### Service Department

A. E. Krock (Art) ..... Service Manager  
R. Barnes (Ronnie) ..... Bodyman and Painter  
H. Benson (Harold) ..... Mechanic  
M. Beillard (Max) ..... Mechanic  
J. Gratien (Jules) ..... Mechanic  
G. McManus (Gordie) ..... Bodyman and Painter  
H. Nuyten (Hank) ..... Bodyman  
V. Pavich (Sonny) ..... Mechanic's Helper  
L. Pedersen (Lloyd) ..... Apprentice Mechanic  
R. E. Roberts (Ronnie) ..... Mechanic  
P. Skolney (Pete) ..... Mechanic's Helper  
O. Wuerthenburger (Otto) ..... Mechanic

## RUPERT MOTORS LTD.

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