

DAWSON WEEKLY NEWS

BRITISH EMPIRE'S FARTHEST NORTH NEWSPAPER

Subscription, \$6.00 per year; single copy, .25c

DAWSON, YUKON TERRITORY, CANADA, THURSDAY, APRIL 16, 1953.

VOL. 54, NO. 37.

Red Cross Campaign Very Successful

The annual national Red Cross campaign, just closing this week in the Dawson area has been very successful, according to Mrs. Noel Pennington regent of the Imperial Order of Daughters of the Empire who sponsored the local Red Cross drive in this area. While figures concerning donations made here will not be available until next week the Dawson areas contributions were quite generous and beyond expectations of the committee.

The national drive of the Red Cross in this year's campaign sought to raise \$5,310,600 dollars to carry on their work of mercy some of which are: Blood transfusion service, Disaster services, International relief outpost hospitals and nursing station, Veterans services, services for the armed forces, health and casualty services; sick room supply loan cupboards, Canadian junior Red Cross, hospitals for crippled children, swimming and water safety and Canadian Red Cross corps.

Canvassers Mrs. Minet and Mrs. Gould of Bear Creek report that the response was very gratifying but could release no figures until after the general meetings this week.

The Red Cross blood transfusion services is measured, not in dollars and cents, but in the saving of human lives. In the armed forces and in veteran's hospitals, the service supplies all the blood plasma used, in civilian hospitals, wherever it is in operation, it furnishes blood free of charge to anyone needing it.

Klondike Night At Bear Creek

Klondike night at the Bear Creek community hall last Saturday night was a huge success as most everyone in Bear Creek and a great many from Dawson playing at being "one night millionaires" as they waved handfuls of make-believe currency in front of the many concessionaires operating a large number of get rich quick contrivances.

Of course this was all in fun as the Bear Creek community club put on its annual Klondike night in order

to raise funds to carry on their many community projects.

Starting at 7.30 in the evening so that the small ones could take advantage of the fish pool and other games suitable to youngsters and also to enjoy the hotdogs which had a great run, the evening ran smoothly until it's close in the wee hours of the morning.

Opens First Sitting In Whitehorse

The first session of the Council for the year 1953, being the second session of the Sixteenth Wholly Elective Council of the Yukon Territory, was convened in the Court Room, Whitehorse, Yukon Territory, at 3 o'clock p. m., on Wednesday, April 8, 1953.

The members present were: Alexander Raymond Hayes of Carmacks, Y. T.; Vincent Cooper Mellor of Dawson, Y. T.; Alec Frank Berry of Mayo, Y. T.; John Livingston Phelps of Whitehorse East, Y. T. and Frederick Dore Locke, of Whitehorse West, Y. T.

Mr. A. R. Hayes, Speaker directed that the Rev. N. E. Tanner offer prayers for the guidance of the Members of Council concerning deliberations.

The Commissioner addressed the Council outlining the legislation he proposed to place before the Council at this Session.

End of Excise, Sales Tax Urged

OTTAWA—Speakers from all parties of the Commons last Tuesday advocated the removal of Federal excise and sales taxes in varying degrees. George Drew, Progressive Conservative leader, moved an amendment to the excise bill calling for the elimination of excise and sales taxes on machinery and other equipment bought by municipalities and school boards.

Debate on the various proposals was touched off by Mr. Drew's motion on the excise tax amendments.

Seven Royal Canadian destroyers served in Korean waters during the first two years of the war, three of them completing two full tours of duty.

Nickel Strike Draws Hundreds to Property

WHITEHORSE—A supposedly rich nickel find near White River, approximately 300 miles north of Whitehorse on the Alaska Highway, has attracted hundreds of persons attempting to stake claims.

According to an eyewitness at the scene, prospectors, truck drivers, wives and children have invaded the reported nickel area. Claims stakes are springing up everywhere. In fact, claims over claims are reported. Some persons are reported to have used twigs and pieces of paper for markings.

Aircraft is also being used to fly within easy reach of the area which evidently has an excellent grade of nickel ore.

Prospectors Airways Company are reported to have tied up all the ground they could in a fast race against competitors. A diamond drill is expected on the property within two weeks to sample the ore which has already been reported as high grade. Samples resemble the surface ore found by Hudson Bay Mining and Smelting 40 miles northeast. Conditions are however different with the ore occurring in a sulphite zone 500 feet wide.

The ore was found by Henry Enger and company geologists examined the ground last Sunday who report that a deal was signed by Prospector Airways president, James Ingram, on Tuesday.

The Weather

Dawsonites were a bit surprised to wake up to a blizzard on Monday morning and to see the mercury drop down to around the zero mark on Monday night and early Tuesday morning.

After the very moderate weather enjoyed in the area for the past few weeks the cold winds of early this week were keenly felt.

Temperatures for the past period were:

Apr.	Temp.
6	18
7	12
8	-6
9	10
10	18
11	22
12	29
13	22
14	3

Alaska To Have Own Police Force

JUNEAU, Alaska—Alaska preparing to establish its first territorial police force to cope with growing law enforcement problems in an area one-fifth the size of the United States.

It will be the Alaskan equivalent of neighboring Canada's RCMP. The territorial legislature voted to create the force as one of its final acts before adjournment last month. The law will become effective in 90 days, with a \$750,000 "kitty" for financing the organization for two years.

It will take over from the present territorial highway patrol, which will be abolished.

Unique in the RCAF training programme in the Survival Training School which operates at Edmonton and Hargryne, Alta., and Cambridge Bay, N. W. T., within the Arctic Circle. It is designed to instruct the men who fly over the Northland in methods of bush and arctic survival.

More than 95 per cent of Canada's wines come from the Niagara Peninsula.

Early Day Yukoner Died, Los Angeles

The following letter was received from Helen Parker, secretary of the Vancouver Yukoners' Association, advising of the death of Dr. W. E. Thompson, early day physician of the Yukon.

Editor, Dawson Daily News, Dawson, Y. T.

Dear Sir; Several of us Yukoners received wires today from Mrs. Clint Lewis (formerly Lillian Thompson) saying our beloved Dr. W. T. Thompson, passed away peacefully in his sleep on April 5th, and the funeral service was held on Wednesday, April 8th in Los Angeles. Dr. Thompson attended our International Convention here in 1948 and the one in Portland that followed, and in 1951 at San Francisco had a special table for his Yukon friends and looked as young as he did when in Dawson.

Also in Vancouver today (April 7) our good old Yukoner Sam Shaw died in the Athlone Hospital. He is being buried by the Odd Fellows Lodge.

Ice Pool Contest

Only nine more days remain in which to enter the I. O. D. E Dawson guessing contest. The contest officially closes midnight on the 25th of this month.

Jeff Wynen has set the pole in the ice opposite the White Pass dock on the Yukon River. Jeff advises that when he put the pole in he found that the ice was five feet thick.

Firmly anchored to the pole, is strung a length of very strong airplane cable to a box on the wall of the dock. This long box, which is locked, contains a series of counter balanced weights which are attached to the cable. At the top of the box as well as the bottom are copper contact plates that are connected. Electrically to the clock in the window of the army signals radio station.

When the ice moves and breaks the cable the weights will either make contact with the plates at the top or bottom of the box, thereby cutting the electric contact with the clock causing it to stop.

1896	May 19, 2:35 p. m.
1897	May 17, 4:30 p. m.
1898	May 8, 8:15 p. m.
1899	May 17, 4:10 p. m.
1900	May 8, 6:00 a. m.
1901	May 14, 4:13 p. m.
1902	May 11, 8:45 p. m.
1903	May 13, 11:38 a. m.
1904	May 7, 9:44 a. m.
1905	May 10, 5:21 a. m.
1906	May 11, 7:45 a. m.
1907	May 5, 6:52 p. m.
1908	May 7, 5:27 p. m.

1909	May 11, 9:46 p. m.
1910	May 11, 4:06 p. m.
1911	May 7, 12:27 p. m.
1912	May 9, 10:03 p. m.
1912	May 14, 5:11 p. m.
1914	May 10, 9:11 a. m.
1915	May 3, 5:55 p. m.
1916	May 3, 10:03 a. m.
1917	May 15, 2:00 a. m.
1918	May 11, 9:45 a. m.
1919	May 10-11, midnight
1920	May 18, 7:46 p. m.
1921	May 12, 12:45 p. m.
1922	May 14, 11:29 a. m.
1923	May 10, 9:20 a. m.
1924	May 8, 12:47 p. m.
1925	May 9, 8:15 a. m.
1926	May 3, 10:48 a. m.
1927	May 13, 11:23 p. m.
1928	May 9, 8:12 p. m.
1929	May 7, 2:33 p. m.
1930	May 10, 6:43 p. m.
1931	May 11, 8:23 p. m.
1932	May 2, 7:32 p. m.
1933	May 9, 10:57 p. m.
1934	May 2, 9:57 a. m.
1935	May 16, 11:39 p. m.
1936	May 5, 6:02 a. m.
1937	May 10, 11:18 a. m.
1938	May 12, 6:38 a. m.
1939	May 12, 11:55 a. m.
1940	Apr. 28, 1:54 p. m.
1941	Apr. 30, a. m.
1942	May 6, 10:30 a. m.
1943	May 2, 1:00 p. m.
1944	May 5, 1:27 p. m.
1945	May 16, 9:31 p. m.
1946	May 9, 3:38 p. m.
1947	May 9 (unrecorded)
1948	May 12 (unrecorded)
1949	May 13, 1:32 p. m.
1950	May 10, 12:13 p. m.
1951	May 8, 11:06 p. m.
1952	May 12 2:14 p. m.

Two Children Drown In Alsack River

The bodies of Russell Harrington, age four, and David Magnusson, age three, were recovered from the cold waters of the Alsack River at Mile 1016, last Thursday.

The children, sons of civilian personnel working for the Canadian Army at Mile 1016, evidently wandered away from their home and managed to get through a fence that had been erected to keep them from the river. They were reported missing about 11 a. m., April 1.

Russell Harrington was found at 1:30 p. m. that afternoon and David Magnusson at 1 p. m. on April 2.

A search party from Whitehorse went to Mile 1016 to join other parties from Canyon Creek, Destruction Bay and Haines Road crew to assist in the search. But the second boy was discovered soon after their arrival.

Dr. Wischert, local dentist, has returned from Mayo and will be here until this fall. His office is upstairs in the Administration Building.

Y. C. G. C. Profit Set at \$45,000

Net profit of Yukon Consolidated Gold Corporation Ltd. for 1952 amount to 45,900, it is estimated.

Provisional figures issued by the company show the company made a net profit of approximately \$430,900 after providing for all charges except depreciation and amortization aggregating \$385,000.

Comparable figures for 1951 were a profit of \$604,658, against which was set depreciation of \$285,021, resulting in a profit of \$319,637. No income tax was payable for 1952.

Figures are exclusive of the amount receivable under the Emergency Gold Mining Assistance Act, estimated at \$150,000 for 1952.

The company reported the labor still unsatisfactory.

Wedding

The wedding of Dolores Coombes daughter of Mr and Mrs J. Toohy of Sulphur Creek, to Mr Bruce Hawthorne was solemnized Saturday April 11 at 8.30 p. m. at the home of Mr and Mrs. Wes. Elliott of Dawson.

Malcolm Munroe, J. P. performed the ceremony while Ardis Elliott acted as bridesmaid and Wesley Elliott as best man.

Following the ceremony many friends gathered for the reception at the Elliott home to honor the couple. The couple will make their home in Dawson for the present.

American Gags to 'Slay' Communists

HOLLYWOOD—Bud Abbott and Lou Costello announced that with the approval of President Eisenhower they've launched a campaign to "infiltrate" anti-Red gags on radio and television shows.

On a set where they are filming their half-hour television movies, portly Lou proudly waved a letter from the President to prove this is no gag itself. The letter, signed by Mr. Eisenhower, said "I am indeed grateful to you for your generous offer to personally assist in America's fight against Communism."

Bud and Lou had written the White House: "We have become interested in your plan to wage psychological warfare against the menace of Communism. The contribution we should like to make concerns the possible beaming of anti-Communist jokes via the Voice of America to enslaved peoples. During the Second World War these bitter political jokes made the Nazis squirm."

Censor is a person who knows more than he thinks he ought to.



HOW MANY YEARS 'TIL YOU ARE 65?

Let's Face It! AT 65 YOU'LL NEED A RETIREMENT INCOME. It's human to put things off, but planning a retirement income now costs you less in the long run! A Canadian Government Annuity is a positive savings program. At 65 you can receive a regular monthly income for life, guaranteed by the Government of Canada. No medical exam required. If you miss a payment your contract won't lapse.

PLAY SAFE... FOR SECURITY... INVEST IN A GOVERNMENT ANNUITY!

FIND OUT HOW LITTLE IT COSTS YOU NOW!

MAIL TO: The Director, Canadian Government Annuities, Department of Labour, Ottawa. (Postage Free.)

Please send me information showing how a Canadian Government Annuity can bring me security at low cost.

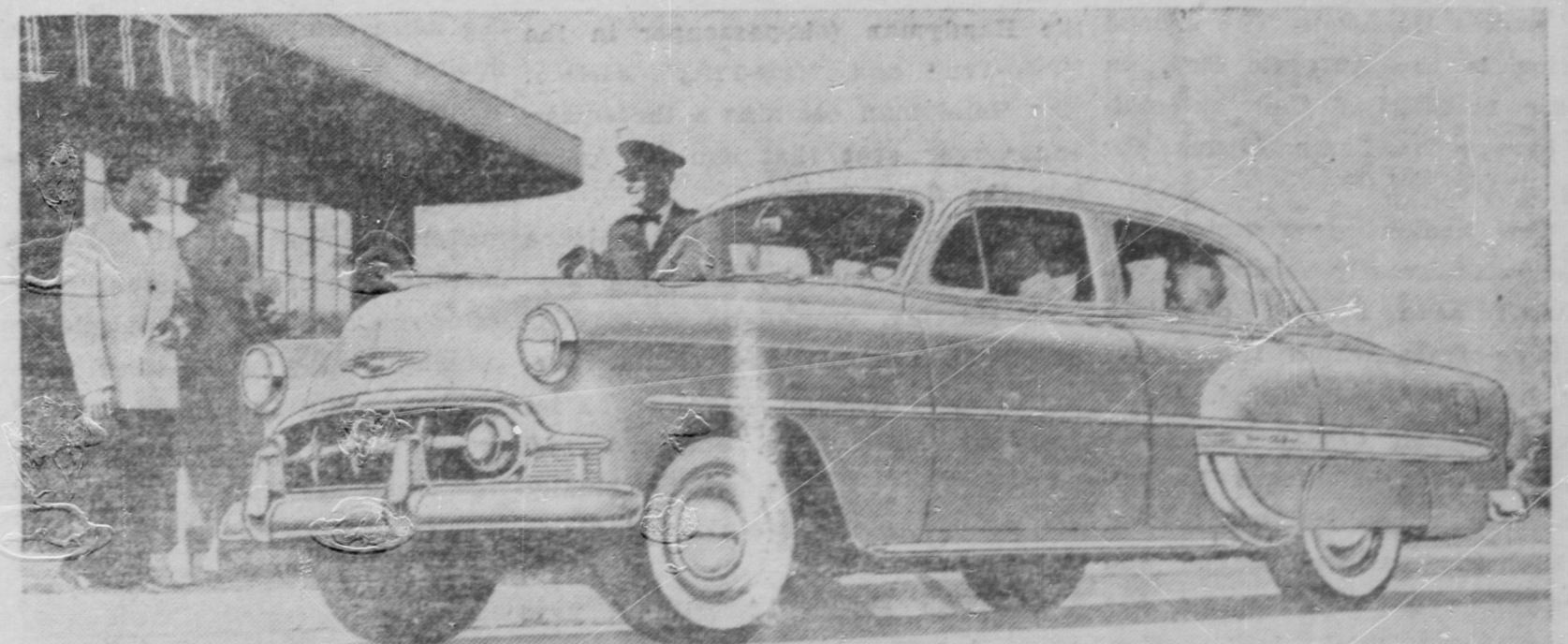
My name is _____
(Mr., Mrs., Miss)

I live at _____

Age when Annuity to start _____ Telephone _____

Date of Birth _____

WP I understand that information given will be held confidential.



CHEVROLET FOR 1953 has been expanded to include three series of cars — Bel Air, "Two-Ten" and "One-Fifty". Available are 16 completely redesigned body types, including three four-door sedans, three two-door sedans, three station wagons, two sport coupes, two club coupes, two convertibles and a business coupe. Many new exterior colors, new and luxurious interior finishes and enlarged front and rear vision, are featured. A re-engineered Powerglide automatic transmission for greater operating economy and faster pickup; Power steering; and the Autronic Eye, an automatic headlight dimmer, are big car features offered as options at extra cost. A choice of two new engines with increased horsepower is also available. Shown here is the Bel Air four-door sedan.

Dawson Weekly News
 Established July 31, 1899
 H. Samuelson, Publisher
 Published every Thursday by
 DAWSON NEWS PUBLISHING CO.
 LIMITED



Terms of subscription
 \$6.00 per year by delivery or by mail
 to all parts of the world.
 Dawson Weekly News for sale by
 C. S. Macpherson, Whitehorse, Y. T.
 Authorized as second class mail.
 Post Office Department, Ottawa.

Advertising Rates

All legal advertisements \$2.00 per
 inch per insertion, six lines per inch.
 Display advertisements, \$1.50 per
 inch each insertion run of paper. Con-
 tract rates on application.
 Advance notices for money-making
 affairs, entertainments, dances, etc.,
 as well as wedding and other an-
 nouncements, 50c per line.
 Birth, marriage and death notices,
 card of thanks, \$1.50 per inch, mini-
 mum \$1.50.
 Classified advertisements, 50 cents
 per line.

**Chevrolet Offers
 Luxurious Models**

Expanded to include a third series
 of cars, and boasting more significant
 advances than ever incorporated in
 a model in the low-price field, the
 widely discussed new Chevrolets
 make their first public appearance
 at dealer showrooms today, Frank-
 lin's Garage, local General Motors
 dealer.

For the 1953 market, bodies have
 been completely re-designed. All cars
 have increased power, with special
 emphasis on a new power train that
 includes a new engine and improved
 automatic transmission. In perfor-
 mance, in economy, in driving and
 riding qualities, exterior and interior
 appointments, the latest Chevrolet
 models contribute importantly to
 automotive progress.

Features of the new cars range
 throughout the bodies and chassis.
 Of major interest:

The entirely new series, to be
 known as the Bel Air, is credited
 with offering the most luxurious
 models in Chevrolet history. To be
 produced as two- and four-door sedans,
 a convertible and sport coupe, the
 Bel Airs are included in the choice
 of 16 Fisher body types. Other pas-
 senger car series are designated as
 the "Two-Ten" and "One-Fifty."

A new 115 horsepower "Blue
 Flame" engine has been coupled with
 the famous Powerglide automatic
 transmission which has been re-engi-
 neered for greater operating econ-
 omy and faster pickup. A new
 "Thrift-King" engine, teamed with
 the silent synchromesh transmission,
 also moves up to 108 horsepower.

Two Chevrolet "firsts" in the low-
 price automotive bracket are regis-
 tered in optional equipment available
 on all models at extra cost. Power
 steering, which reduces manual effort
 yet maintains traditional steering
 safety, makes its debut. The second
 innovation is the Autronic Eye, an
 electronic mechanism that automati-
 cally lowers headlamp beams for
 passing.

The new bodies are roomier and
 stronger with greatly expanded visi-
 bility. All have curved, one-piece
 windshields from which the center
 divider has been eliminated. Other
 body construction highspots include
 swingout front door hinges to pro-
 vide easier entrance; fold-away front
 seat backs in two-door models; and
 wrap-around rear windows on the
 "Two-Ten" and "Bel Air" series.
 Rear windows on the "One-Fifty"
 series and the "Two-Ten" Club
 Coupe are four inches wider.

Operating advances include the
 automatic choke on all cars, softer,
 smoother brake action, easier steer-
 ing, even more reliable starting in
 damp weather, static-free ignition,
 softer front and rear springs for im-

proved ride, and higher capacity
 generator.

There are unusual developments
 in the station wagon field. Three
 station wagons, one known as the
 Townsman (eight-passenger in the
 "Two-Ten" series) and two known as
 the Handyman (six-passenger in the
 "Two-Ten" and "One-Fifty" series).
 The Handyman contains a three-pass-
 enger rear seat that can be folded
 into the floor.

There is an array of convenience
 items on all models, including key-
 turn starting, crank-type front door
 ventipane controls and almost one-
 fourth more luggage space. Trunk lid
 openings have been enlarged and
 deepened. The sill is now at virtually
 trunk floor level as an aid to luggage
 loading.

A lavish choice of brilliant new
 colors is offered in a wide array of
 solid and two-tone combinations. Two-
 tone interiors harmonize with the
 selection of exterior colors in many
 of the cars.

Over-all, the cars are lower, but
 with an increase in headroom and
 legroom. The top of the bodies has
 been broadened to provide additional
 width while hood and trunk lines are

more pronounced. Fender shapes,
 both front and rear make the cars
 appear longer although over-all they
 are actually two inches shorter than
 last year largely due to a reposition-
 ing of the bumper. The new length
 makes for greater parking ease with
 the more compact bumper design re-
 ducing the "overhang" from axles.
 Wheelbase remains the same.

A fresh grille treatment enhances
 the effect of ruggedness in the new
 models. Three vertical "drop bars"
 decorate the center element while the
 outer rim of the grille encircles smart
 parking lamps. Headlamps are em-
 bedded in the front fenders with the
 crown being extended into a speed-
 line along the side of the body. Rear
 fenders are longer, higher and nar-
 rower at the rear. Along the trailing
 edge are mounted lenses for turn
 signals, backup, stop and tail lights.

For 1953, Chevrolet will offer 16
 passenger car bodies in its three
 distinct series. The Bel Air series
 includes two and four-door sedans,
 a sport coupe and a convertible. The
 "Two-Ten" comes in two- and four-
 door sedans, club and sport coupes,
 convertible, and Townsman and
 Handyman station wagons. Available

in the "One-Fifty" series are two- and
 four-door sedans, business and club
 coupes and the Handyman station
 wagon.

Series are differentiated by styling,
 both inside and out; by ornamenta-
 tion, appointments for motoring con-
 venience and the luxury of cushion-
 ing and trim. Designed to conform
 to a varied price range, the three
 series might be classified as "stand-
 ard" (One-Fifty), "de luxe" (Two-
 Ten and "super de luxe" (Bel Air).
 The Two-Ten and Bel Air series of-
 fer wrap-around rear windows on
 closed bodies, and appointments such
 as clocks, glove compartment lights,
 two sun visors cigarette lighters and
 a wide choice of two-tone interiors.
 The entirely new Bel Air series has
 several added distinctions. In exter-
 iors, the bright metal body moulding
 has been broadened over the rear
 fender as a base for the series name.
 Rear wheel panels and wheel disc
 are standard equipment. Interior up-
 holstery of richness in the Bel Airs.
 The new Chevrolet "Blue Flame"

high compression engine installed in
 all Powerglide-equipped models has
 a displacement of 235 cubic inches.
 In addition to an impressive increase

in horsepower over any previous
 Chevrolet engine, the new power
 plant is more economical. The com-
 bustion chamber has been revised for
 higher compression. Full pressure
 lubrication has been adopted and pis-
 tons are of aluminum. Hydraulic
 valve lifters are continued.

The principle difference in the im-
 proved Powerglide is the inclusion
 of a new automatic operation that
 will add appreciably to economy and
 acceleration. With the new version,
 the car starts in the former low
 range, then moves automatically into
 the cruising range. To take advan-
 tage of the low range for passing in
 traffic, the driver merely depresses
 the accelerator pedal. The return to
 the cruising range is subsequently
 automatic. The torque converter it-
 self is bigger and more efficient.

More power, increased acceleration
 and greater economy, are featured
 in the new "Thrift-King" engine with
 108 horsepower that powers all 1953
 Chevrolets other than Powerglides.
 The displacement of this engine,
 now equipped with aluminum pistons
 and full pressure lubrication, has
 been increased from 216 cu. in. to
 235 cu. in. A revised ignition system

contains a new distributor, new spark
 plugs, and spark plug caps that are
 moisture-resistant. Capacity of the
 generator has been stepped up to
 provide added reserve for accessories.
 An automatic-choke assures correct
 fuel mixture for temperature changes
 without manual adjustment. Neither
 the "Blue Flame" nor the Thrift-
 King" engine requires premium gaso-
 line.

Driving ease has been additionally
 improved by a larger, more comfort-
 able steering wheel. A further aid to
 driving ease is power steering, avail-
 able as an option at extra cost.
 Women drivers particularly will ap-
 preciate the reduction in required
 brake pedal pressure. Brake and
 clutch pedal pads have been re-de-
 signed for comfort. The parking
 brake lever has a "T" handle. Better
 ventilation in the driver's compart-
 ment results from enlarged air ducts.
 Instruments are directly in front of
 the driver. The speedometer is en-
 closed in a circular section with other
 dials grouped in an oblong base.
 Another feature is the in-built plastic
 arrows on the panel to show the use
 of the turn indicator.



ON DISPLAY TODAY!

*So startlingly new!
 So wonderfully different!*

THE STRIKING NEW 1953
 "TWO-TEN" 4-DOOR SEDAN

CHEVROLET FOR '53

- Entirely New
STYLING**
- Entirely New
POWER**
- Entirely New
POWERGLIDE**
- Entirely New
ECONOMY**
- Entirely New
SAFETY**
- Entirely New
DURABILITY**
- Entirely New
POWER STEERING**

Entirely New STYLING Chevrolet's lower in height, with long, flowing, smoothly rounded lines to give you the newest look in cars! New interiors are richer — color-matched to exterior finish.

Entirely New POWER New 115-h.p. high-compression "Blue Flame" engine with Powerglide models. New 108-h.p. high-compression "Thrift-King" engine with gear-shift models.

Entirely New POWERGLIDE New automatic start- ing and passing range gives you flashing get-away from a standing start, greater passing ability in city driving. Gas consumption is substantially reduced!

Entirely New ECONOMY You go much farther on every gallon of gas! Greater over-all economy of operation and upkeep! And, again in 1953, Chevrolet is the lowest-priced line in its field.

Entirely New SAFETY Greater ease and safety of control. Greater visibility with a new, one-piece curved windshield. Finer, smoother brakes. The safest Chevrolet you ever drove!

Entirely New DURABILITY Beneath the brilliant new beauty is heavier, stronger, more rigid construction. This means even longer life for a car always famous for durability and dependability!

Entirely New POWER STEERING You park and steer with finger-tip ease, yet you retain the familiar feel of the road. Power steering, optional at extra cost on Powerglide equipped models.

*Combination of Powerglide automatic transmission and 115-h.p. Blue Flame engine optional in "Two-Ten" and Bel Air models at extra cost. (Continuation of standard equipment and trim illustrated is dependent on availability of material.)

CHEVROLET *Entirely NEW through and through!* A GENERAL MOTORS VALUE

MORE PEOPLE BUY CHEVROLETS THAN ANY OTHER CAR

Franklin's Garage **Dawson, Y. T.**

proved ride, and higher capacity generator.

There are unusual developments in the station wagon field. Three station wagons, one known as the Townsman (eight-passenger in the "Two-Ten" series) and two known as the Handyman (six-passenger in the "Two-Ten" and "One-Fifty" series). The Handyman contains a three-passenger rear seat that can be folded into the floor.

There is an array of convenience items on all models, including key-turn starting, crank-type front door ventipane controls and almost one-fourth more luggage space. Trunk lid openings have been enlarged and deepened. The sill is now at virtually trunk floor level as an aid to luggage loading.

A lavish choice of brilliant new colors is offered in a wide array of solid and two-tone combinations. Two-tone interiors harmonize with the selection of exterior colors in many of the cars.

Over-all, the cars are lower, but with an increase in headroom and legroom. The top of the bodies has been broadened to provide additional width while hood and trunk lines are more pronounced. Fender shapes, both front and rear make the cars appear longer although over-all they are actually two inches shorter than last year largely due to a repositioning of the bumper. The new length makes for greater parking ease with the more compact bumper design reducing the "overhang" from axles. Wheelbase remains the same.

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Series are differentiated by styling, both inside and out; by ornamentation, appointments for motoring convenience and the luxury of cushioning and trim. Designed to conform to a varied price range, the three series might be classified as "standard" (One-Fifty), "de luxe" (Two-Ten and "super de luxe" (Bel Air). The Two-Ten and Bel Air series offer wrap-around rear windows on closed bodies, and appointments such as clocks, glove compartment lights, two sun visors cigarette lighters and a wide choice of two-tone interiors. The entirely new Bel Air series has several added distinctions. In exteriors, the bright metal body moulding has been broadened over the rear fender as a base for the series name. Rear wheel panels and wheel disc are standard equipment. Interior upholstery of richness in the Bel Airs. The new Chevrolet "Blue Flame" high compression engine installed in all Powerglide-equipped models has a displacement of 235 cubic inches. In addition to an impressive increase in horsepower over any previous Chevrolet engine, the new power plant is more economical. The combustion chamber has been revised for higher compression. Full pressure lubrication has been adopted and pistons are of aluminum. Hydraulic valve lifters are continued.

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More power, increased acceleration and greater economy, are featured in the new "Thrift-King" engine with 108 horsepower that powers all 1953 Chevrolets other than Powerglides. The displacement of this engine, now equipped with aluminum pistons and full pressure lubrication, has been increased from 216 cu. in. to 235 cu. in. A revised ignition system contains a new distributor, new spark plugs, and spark plug caps that are moisture-resistant. Capacity of the generator has been stepped up to provide added reserve for accessories. An automatic-choke assures correct fuel mixture for temperature changes without manual adjustment. Neither the "Blue Flame" nor the Thrift-King" engine requires premium gasoline.

Driving ease has been additionally improved by a larger, more comfortable steering wheel. A further aid to driving ease is power steering, available as an option at extra cost. Women drivers particularly will appreciate the reduction in required brake pedal pressure. Brake and clutch pedal pads have been re-designed for comfort. The parking brake lever has a "T" handle. Better ventilation in the driver's compartment results from enlarged air ducts. Instruments are directly in front of the driver. The speedometer is enclosed in a circular section with other dials grouped in an oblong base. Another feature is the in-built plastic arrows on the panel to show the use of the turn indicator.

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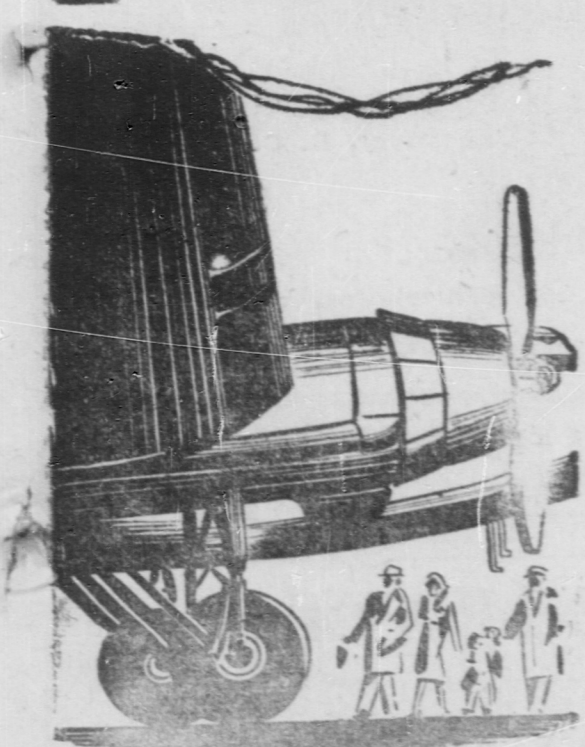
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**Notice to Creditors and
Claimants**

Estate of Lars Oberg who died at
Dawson, Y. T., on the 8th of March,
1953.

Any persons having any claims against the estate of the above named deceased are required to file the same with the Public Administrator at Whitehorse, Y. T., on or before the 25th day of June, 1953, supported by statutory declaration after which date the estate will be distributed having reference only to claims which have been so filed.

All persons indebted to the said estate are required to make immediate payment to the Public Administrator.

Dated at Whitehorse this 25th day of March, 1953.

George C. van Roggen,
Public Administrator, Yukon Terr.
April 9; 16.

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The Crown and the Royal Cypher reproduced in flowers and foliage will form part of the Coronation decorations in London's famous parks. Thousands of little plants are being carefully nurtured so as to come to full bloom by June 2. Red, white and blue, and purple and gold will predominate in bedding schemes.

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The Army Information Centre,
10042 101st Street, Edmonton, Alta.
No. 10 Personnel Depot,
(Edmonton Section) HQ Western Command,
Kingsway Avenue, Edmonton, Alta.
The Army Information Centre in your home town

The Emergency Gold Mining Assistance Act

Department of Mines & Technical Surveys

Notice to All Placer Gold Operators

1. Representatives from the Department of Mines and Technical Surveys, and from the office of the Comptroller of the Treasury, will arrive at Atlin on May 11th, Dawson on May 12th and Whitehorse on May 25th. The purpose of this visit is to verify and audit applications for assistance payments for 1952, under the provisions of the Act.

2. Any placer operator who believes that he qualifies for assistance payments under the Act and proposes to make an application for assistance payments for the year 1952, should appear in person before the representatives with his assistance application in quadruplicate, together with books of account and records. All costs shown on the application must be supported by the necessary invoices, receipts, vouchers, pay lists, etc.

3. Operators should therefore not send their applications for assistance payments for 1952 to Ottawa, prior to the visit of the representatives.

G. S. Hume,

Director General of Scientific Services

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**Coffee Time 'Out',
Rules U. S. Navy Boss**

WASHINGTON — Navy Secretary Anderson has jolted one of the sacred traditions of the U.S. Navy—the coffee break.

Angry navy department employees disclose that Anderson has banned the mid-morning and mid-afternoon recess for coffee. The order mostly affects civilians because nearly all navy officers maintain a "coffee mess" in their offices which consists of a cantanly warming pot of coffee tended by a Wave or an enlisted man.

Anderson and other high navy officials will not be affected by his order. The navy has its own war-room mess attended by stewards who are on constant call for coffee.

**Soviets Free British
Sailor Among Others**

BERLIN — George Edward Robinson, a British seaman, arrived here Friday in a Russian plane after being released from a Soviet jail Thursday under a general amnesty.

Robinson was jailed for a year last October by Soviet authorities for "Hooliganism." He was amnestied, along with hundreds of thousands of Russian prisoners, since he had served half his sentence.

British officials said they had in-

structions not to give any details on Robinson's condition, or when he would continue his journey to London.

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FIRE DEPT., OUT

The fire department was called out Monday afternoon to the CPA office to stand by for a burning chimney. There was no damage.

Tuesday morning at 1.30 the department was called out again to the home of Mr. and Mrs. Axel Nordling on Harper street for a greenhouse fire. The alarm was turned in by Mrs. Cusick. The greenhouse was practically destroyed.

Al Stout, who mined on Ballarat last summer, was an incoming passenger on the CPA plane this week.

New Bus For Cook's Taxi

Fred Cook, owner of Cook's taxi is quite proud of his large twenty passenger bus which he recently purchased from the British Yukon Navigation Company. The big silver and blue bus was bought primarily for transporting men for the Yukon Consolidated. Accompanying Fred on the trip from Whitehorse were Franklin Osborn and daughter Harriett.

On the 8th Fred used the new vehicle on his round the loop trip which he makes weekly to carry mail and supplies to the creeks. This was the first time that a regular bus has ever operated over this section of the country.

Mr. Cook is presently also managing Wark funeral service and chapel and has done so since owner Alex Wark left for Mayo some time ago.

Callison Flying Men to Camps

Pilot Pat Callison, owner of Callison's service is busily engaged in daily flying of men to outlying mining camps. The familiar little red Stinson E. Z. Q. made eight or ten trips to fly the crew into Clear Creek Placers operation on Clear Creek. Pilot Callison advises that he will start taking men into Henderson Creek camp of the Yukon Gold Placers during this week and that he will make his semi-monthly mail run to Stewart city and to 60 mile on the 15th.

Early next week Pat expects that men will be moved into Ballarat creek for the Ballarat Mines Ltd and that about the 20th the camp of Yukon Placer Mining company will open at 60 mile.

While now only using the small Stinson and flying on skis, Pat expects to begin using the beaver in about a month's time and will fly on floats from his Yukon river base.

While no government survey parties are expected in this area this year, Pat has some contracts with mining survey prospectors and believes that the mining interests may be very active in prospecting this area during this summer.

Personal Mention

George Paul, of the Pearl Harbor Cocktail Bar, returned by plane last week after a trip to Mayo. George drove to the silver district with Mr. and Mrs. Charley Mills the earlier part of the week.

Mayor Firth, general insurance agent, has moved back to his offices in the Chamber of Mines building on King Street. During the winter he had his offices at Franklin's Garage.

Mike Cole drove in Monday night from Dawson Creek with a new Bel Air sedan for Tom Powell.

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12 bedrooms, fully furnished, licensed to sell beer, 50 x 75 frame building with contents.

Contains roomy front lounge 50 x 30 with bar, billiard table and large heater, dining room 25 x 15, table seats 20 people, sideboard and chairs and dinner ware, sitting room 12 x 25 with piano and heater, bedroom furnished in rear of sitting room 15 x 15, kitchen, cookstove, work table and cupboards 16 x 16.

Dance hall 40 x 25.

Ice box and large room and woodshed adjoining kitchen.

Upstairs 12 bedrooms and furnished with bed and bedding and dresser, bedrooms 8 x 12.

Store, 2 storey bldg. frame structure 35 x 30, downstairs 2 rooms 15 x 30 and 20 x 30, upstairs 4 rooms with beds.

Garage, log structure 25 x 30.

Licensed premises (beer only).

Cash or terms. Apply Gertrude Melhus, Granville, or T. A. Firth & Son, Dawson, Y. T.

April 16; 23.

Funeral

Tex Loucks who passed away at St Mary's hospital on Monday April 6th, was buried from Wark's Chapel on Thursday April 9th. Rev. Taylor of St Paul's Pro Cathedral conducted the service.

Jack Boyd returned on the plane last week after spending the past two years at the coast. Jack expects to be mining with Art Fry this summer on Bonanza.

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