

DISTRIBUTOR APPOINTED FOR NEW ALL STEEL TRAILER HOMES

The Trailer Division of Canadian Top & Body Corporation of Tilbury, Ontario, announced this week the appointment of T. G. Ives, Charlottetown, P. E. I. as the first Distributor in the Maritimes, for their new all steel Canadian Hayes trailers.

In making this announcement, A. A. Meneley, sales manager of the trailer Division stated: "We are very pleased to have this company represent us—here. They are progressive distributors of Studebaker and Willys' automobiles and we feel certain that they will successfully introduce the new Canadian Hayes trailer in this locality. 1937 will undoubtedly witness a tremendous increase in the popularity of these travelling homes and our plant is already working at capacity of a trailer a day to keep up with Spring demand."

Canadian Top & Body Corporation is the first large corporation in the Canadian automobile industry to manufacture trailers. Arrangements with Hayes Body Corporation of Grand Rapids, Michigan, provides the Canadian company with the complete advantage and resources of the Hayes Corporation in the design and engineering of trailers. Most of today's trailers have some sort of metal chassis and wooden frame. Hayes alone embodies all-steel construction. Chassis, frame, top and panels are true steel—stamped out in the same kind of giant presses that mold the sections of the modern automobile, and the whole is joined together into one solid steel unit with the magic of electric welding. Triple insulation guards against extremes of heat and cold and the all-steel exteriors may be finished in any one of many beautiful colors. Models range in size 14' to 18' and the custom department is building special heavy duty trailers intended for business and

commercial use. The interiors are panelled in beautiful natural grained birch or maple, stained and waxed. Every comfort and convenience makes for complete livability when travelling or parked in camp for the night. One of the Crusader models is equipped with lavatory room with mirror and running water. Each model is wired for radio and telephone may be installed for communication between the car and trailer. Beds for 4 are made of inner spring mattresses, assuring restful sleep and relaxation. Ample space for linens, blankets, utensils, silver and supplies makes it possible to carry everything for a long journey. A large wardrobe has a door with full length mirror. Windows and ventilators are screened and open out for full ventilation in warmer weather. A sink is equipped with a double action pump for water from a concealed 20 gallon tank. The refrigerator is thoroughly insulated, holds 50 lbs of ice and is made of steel, with baked on dulux finish. Best cooking and heating stoves are made by Coleman. The smaller model, the Crusier, weighs only 1600 lbs. with a drawbar of only 200 lbs. The Crusader models weigh only 2250 lbs. with drawbar weight of only 300 lbs. all-steel construction, but actually lighter than wood. The ball socket coupling of steel provides positive connection that cannot fail. Brakes may be installed on all models and may be controlled by separate arms on the steering column of your car or with your foot brake pedal. Scores of visitors are calling at the Tilbury plant to see these safety steel trailers being made. Models are on display in the showrooms of T. G. Ives, 219 Great George St. and may be purchased on easy payments, just as your automobile. Persons planning to buy a trailer this year are advised to order early to be sure of getting delivery.

The only trailer of SAFETY STEEL that's the HAYES!



Get topmost luxury, longest service life—get a Hayes! All-steel chassis, frame, walls, roof, all electric-welded into one rigid piece. Lighter, stronger than wood. Triple insulated—comfortable always. A lifetime investment in health and freedom!



T. G. IVES Distributor for P. E. I.

BOOKS ART MUSIC (By F. R. H.)

Under the pondweed do the great fish sleep; The dragon-flies are drowsy in the heat. The King is drinking deep.

His Excellency Lord Tweedsmuir intends to establish a Tweedsmuir Poetry award for the best poem appearing in any year in the four issues of the Canadian Poetry Magazine. He has also consented to address a meeting early in October in Toronto for the purpose of advancing the cause of Canadian poetry.

The Earl of Bessborough, it will be remembered, established the Dominion Drama Festival and created a great deal of interest in the Canadian drama. And another Governor General, the Marquis of Lorne, founded the Royal Canadian Academy and generously patronized Canadian art galleries.

To mark the twentieth anniversary of the death of the Canadian artist Tom Thomson a memorial Loan Exhibition of his work is being held in Toronto. There are over seventy sketches and fifteen canvases in the exhibit and the majority has never been publicly shown before.

It has been said that in his many small sketches on wood Thomson is seen at his best, although his large canvases—"West Wind," "The Jack Pine" etc.—are much

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more widely known. "His importance for us to-day" writes the Toronto Saturday Night, "lies in the fact that he was the first man to see the Canadian landscape through Canadian eyes. As such, he is a landmark in the development of painting in the Dominion."

HORSE MEMOIRS

(Continued from page 10)

Three pacers faced the wire in the pacing class which at times was quite interesting. Jack Gray proved a winner in each heat, with Billy Boy second and French Fleet third. The time 2 57 1-2, 2.55, 259-1-2.

Only two entries came out in the running race namely Lightfoot and Long John, the former being an easy winner and after the heat he was run for a half-mile record, making the oval in 51 seconds, which was a track record for Cymbria, during all the years races were held there.

It was estimated that about one thousand persons were present and judging from the jolly good feeling which prevailed all must have enjoyed themselves. As the years went along and annual races were pulled off on this track it may be noted that Cymbria did much to foster the trotting horses in Rustico and surrounding districts.

Rustico horses were always of a high standard and ice races have always been interesting features there. It might be well to give my readers the result of a race meet on Rustico Bay at prior date to the opening of Cymbria Park, the date being March 21st, 1888.

The officials at this meet were: Benjamin Buntain, Robert Stevenson and Ronald Matheson, while George Matheson was starter. All these good men have long since been gathered to their fathers but their interest in the King's sport still remains.

The first event on record was a matched race between Chief Jr. by Island Chief, owned by Duncan MacMillan, and driven by Michael A. O'Brien, and Harry J. by Royal Harry, owned and driven by Joseph Gallant. Chief Jr. won all three heats but had to extend himself in each heat.

The other race pulled off was a named race with the following starters, namely Spectator, by Island King, owned and driven by Rustico's veteran horseman and driven by Mr. Albert Craswell; Fernot, by Dean Swift, owned by our genial friend Robert Stead and driven by Richard Stead. Sir John by Hernando, owned and driven by Neil Stewart, Harrington, and French Girl, by Harry Morgan, owned and driven by Sylvester Dolron, of Rustico.

Spectator won in straight heats the following being the Summary: Spectator 1 1 1 Fernot 4 2 2 Sir John 2 3 3 French Girl 3 4 4

Solves Mystery Lost Tennis Ball

SYDNEY, N.S.W. April 15—(GP)—This is the story of a tennis ball that might be more at home on a billiard table. L. E. King, who lives at Vaucluse, a harbor suburb of Sydney, was standing near the net as his partner served. The first ball hit King on the hip and apparently disappeared. The second ball was served, and at the end of the rally King felt a lump on his leg. It was the missing ball, deep in his trouser pocket.

NEWSY NOTES

(Continued from page 10)

Last summer my Madonna Lilies (L. candidum) were attacked by the "Lily-disease", and badly injured. Showing them to a friend I remarked that I might have prevented the damage by spraying. "Yes," he replied, "but who wants to spray?" This might be interpreted several ways, but what he meant was—look at the trouble of preparing the Bordeaux spray for so small a number of plants! I had heard that in Britain a prepared Bordeaux mixture, in powder or paste form, was on the market; and that one might make the quantity of spray required by dissolving the mixture in a specified amount of water. One might make a bucket, or a barrel, of spray as needed. Ultimately I located a Canadian firm that stocks the Bordeaux powder at 80cts for a 4 lb. package plus postage. The looks like a good proposition for the "small" gardener.

First Starling: Today (Apr. 10) I handled the first Starling I have seen in Canada—though I have seen thousands of them in the Old Country. This one which had perished from some unknown cause, was sent in by Mr. Alex. Seaman, of Brackley Beach. The noteworthy points about it were the long sharp yellow beak, the short drooping tail, and the iridescent purple, green, and blue of the throat, breast and sides. This one was in its fall plumage, speckled all over with spots "the color and size of tomato seeds." In Mr. Tuft's book "Birds of Nova Scotia" the Starling gets a very bad name. "It is destructive to agriculture, doing a great deal of damage to small fruit farms and orchards. They travel in great flocks and in a few moments will totally destroy an entire crop of raspberries, strawberries, and similar fruits."

"Starlings have been known to kill young pigeons in an attempt to take possession of the pigeon's nest; and they also kill young robins... in deliberate and wanton fashion."

The Keel Row: This lively tune is the "Tynesider's National Anthem". It has been claimed both melody and words—as Scottish; but few tunes are so identified with a district as this simple and beautiful melody is associated with Northumberland and Tyneside. William Shield, the famous Swallow musician and composer, states that "Well May the Keel Row" (pronounced "Ro") was a popular Tyneside melody before 1760. The "Keel" was the coal-barge peculiar to the Tyne in those early days. It was propelled by the "Keelmen" pushing long poles against the bottom of the (then) shallow river. The tune of the Keel Row is distinctly English in its quality, and the words as distinctly Northumbrian:—

As aw was gawn thro' San'get, thro' San'get, thro' San'get, As aw was gawn thro' San'get aw hard the lasses sing— Well may th' keel row, the keel row, th' keel row, Well may th' keel row that maw land's int! Sandgate was a street leading down to the riverside in the "old town."

Quyszyns: I am not just sure, but I think it was Dr. Johnson who first standardized English spelling as we now have it. We grumble at its inconsistencies, but if we were forced to read our language as it was written before that reform took place, we should grumble much harder! The word at the beginning of this paragraph is found in Coverdale's version of Ezekiel 27.20, which reads: "De-dan occupied (traded) with the (three), in fayre tapesty and quyszyns." (cushions!). There is no mention of chariots in Coverdale's verse.

Oil fields in the mandated territory of New Guinea, now under Australian control, are to be developed on a large scale.

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