

First Picture of the New DeSoto 4-Door Sedan



Typical of the brilliantly-styled new DeSoto cars is the Custom 4-door sedan shown above. Designed to take advantage of all the beauty of modern design, the new DeSoto is much roomier inside, yet its overall length, width and height have been reduced for easier handling and parking. The new DeSotos have increased visibility, a more powerful engine and dozens of other improvements.

The new DeSoto car is a result of the efforts of Chrysler Corporation engineers and designers to build a car that meets the basic needs of the motoring public, according to A. J. Shaw, General Sales Manager, Dodge-DeSoto Division, Chrysler Corporation of Canada Limited in publicly announcing the new models.

The new DeSoto models were presented to the public today for the first time in Charlottetown at W. G. Barbour's, 123-127 Euston Street.

"In designing this new DeSoto car," Mr. Shaw said, "our engineers kept in mind constantly the fact that people who drive automobiles want a car that is easy and safe to operate, comfortable and economical. They want a style-fashioned car that will provide low cost, trouble-free transportation. We believe the new DeSoto best meets these requirements."

The front end of the new DeSoto is distinguished by a massive chrome grille of the "waterfall" design and a rugged deep fluted bumper. New-type more illuminated headlamps are set higher and wider apart for increased road illumination. On the hood is a distinctive plastic ornament, incorporating the features of DeSoto the explorer, after whom the car is named.

The front fenders, almost hood high and distinguished with chrome trim stream directly back from the front end and finally blend into the wide bodies. Owners will be able to boast about the decorative, chrome trimmed rear fenders which add considerably to the car's appearance but will not be costly to repair, if necessary.

The back of the car is well balanced with the front-end design. It is of the "bustle-back" type and among its many new features are recessed, chrome-trimmed license plate holders, and tail lights streaming out from the top of the streamlined rear fenders. The rear bumper is similar to the front of design and provides a protective sweep around the back of the rear fenders.

DeSoto has lengthened its wheelbase by 4 inches so that it is now 125 1/4 inches long, but the overall length has been decreased by 5/8 of an inch. The net result is shorter distances from front and rear axles to front and rear bumpers, permitting more clearance for sharp ascents and descents. A smoother ride is claimed for the longer wheelbase, especially since the rear seat passengers are more than ever "cradled between the seats."

In describing the car's interior, Mr. Shaw said, "We believe that these cars are tastefully appointed to suit the most discriminating taste." Front and rear seats are inches wider and have foam rubber pads for resilient comfort. The newly grouped instruments are located for easy reading in a panel that curves away from the passenger side of the front compartment. This curve-design is not only decorative but really provides increased knee-room for the front seat passengers. Another interest-

ing feature of the panel is the "black-light" used for eye-resting illumination of the instruments. The front compartment has two map lights which operate automatically with either front door, or they may be operated by a conveniently located switch.

All seats are chair height and it is claimed that they are up to 3 1/2 inches higher than competitive models. It is also pointed out that headroom has not been decreased because the engineers lowered the chassis frame side rails. Ventilation is possible by opening the vent wings located in both the front and rear doors. New sturdy window regulators now require only 1 1/2 turns for full up or down travel of the window. Doors and door fittings have been newly designed; there is new weatherstripping around the floors; there is a 1/8" coating sprayed on the top side of the body floor, and it is claimed that these combine to improve quietness of the ride and reduce air leakage to a minimum.

Included in the mechanical improvements incorporated are in the new DeSoto are: greater silencer volume of the new air cleaner for quieter engine operation; new accelerator pedal construction with resulting smoother, more positive accelerator pedal action; new heavier clutch over-centre spring for easier clutch disengagement; more rigid connecting links and location of the bell crank on the frame instead of the engine, for easier, more quiet gear shift operation and freedom from "gear shift wobble" on rough roads.

Smother ride with a minimum of side sway is made possible by "sea leg" shock absorbers at the rear of the car mounted in the manner of the legs of the letter "A" in softer, rubber spools, giving the effect of a transverse strut. Front shocks have increased rebound control contributing a feeling of greater stability, especially when driving at a high speed over rough roads.

Greater steering ease is featured in the new DeSoto, due to an entirely new centre-steering system; a higher steering ratio between steering wheel and front wheels and final equal length tie rods to each wheel, are important factors in the new system. Lighting of the instrument panel is restful "black light" while map lights are automatically controlled by opening either front door. They may also be controlled by manual switch. The reading light in the rear passenger compartment is automatically controlled by opening either rear door or by manual switch.

One-hand starter operation is accomplished by turning the ignition key from the "on" position a further quarter turn to the right. Rotary action switches for headlights, panel lights, and heater replace the push-pull type for greater convenience and dependability.

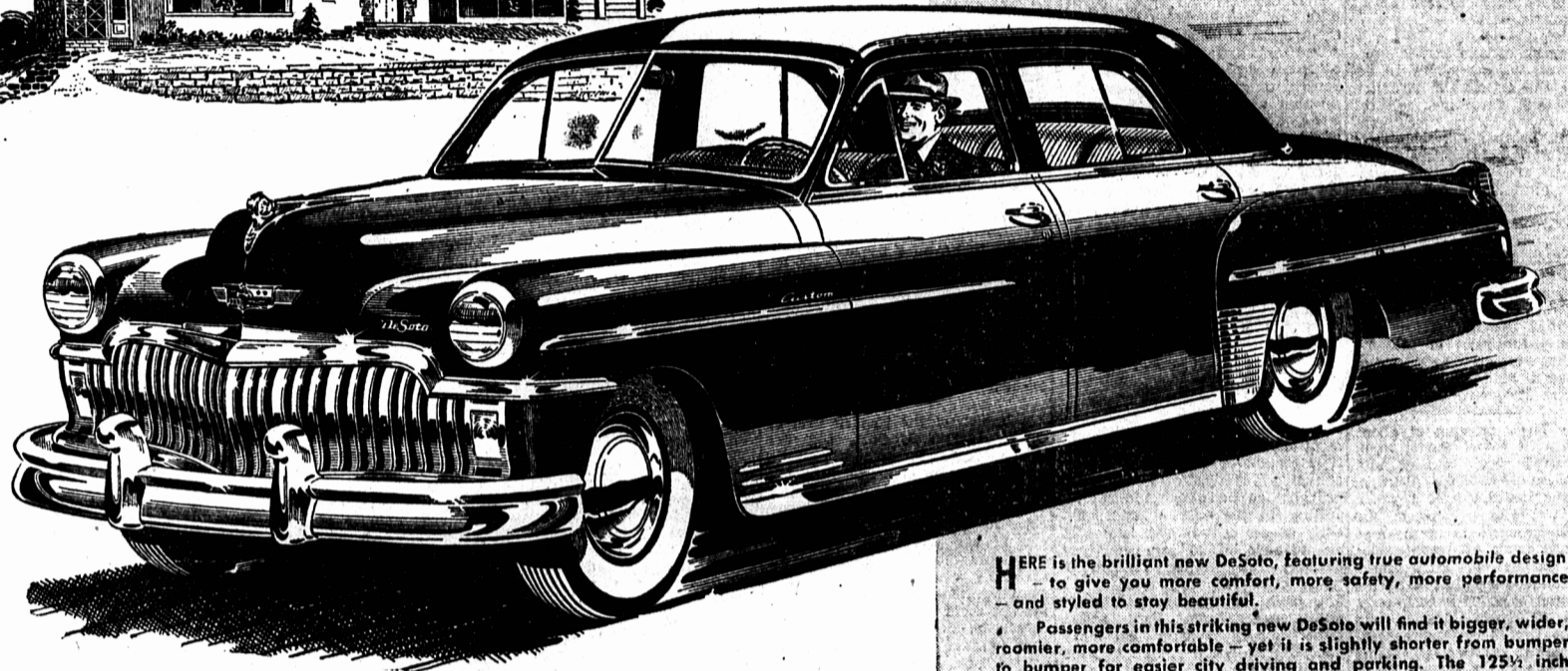
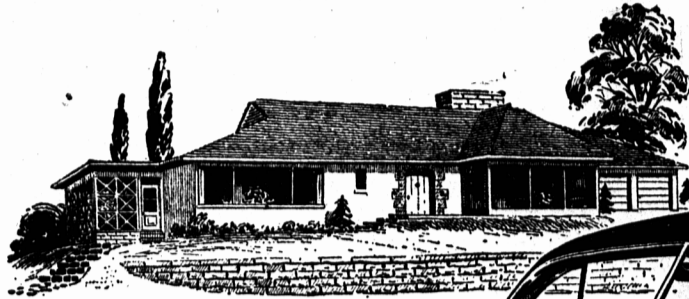
DIVERS' AIR

Helium, found with natural gas, now enables deep sea divers to remain under water for as long as six hours.

THE BRILLIANT NEW

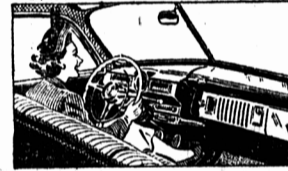
DESOTO

STYLED TO STAY Beautiful

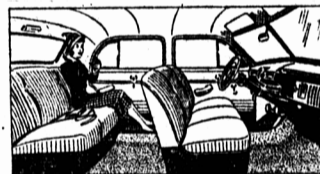


DISTINCTIVE FROM ANY ANGLE

From the sparkling new grille to the highest tail lights and convenient back-up light, the new DeSoto represents true automobile beauty, its graceful lines and gleaming chrome combine with the luxurious interior, outstanding performance, to make it the distinctive car of the year.



A wide view of the road through the higher, wider windshield and rear window makes city driving and parking easier and safer. The new, quieter windshield wipers sweep 44% greater area for greater driving safety. Defroster covers the whole windshield width.



You relax on chair-high seats in the luxurious upholstered, roomy interior of the new DeSoto. Two-tone interior trim is available in tan or blue shades to blend with the 3 distinctive body colours. All seats are covered with sponge rubber for extra comfort.

DeSoto

WITH 'TIP-TOE' SHIFTING FOR EFFORTLESS DRIVING

HERE is the brilliant new DeSoto, featuring true automobile design - to give you more comfort, more safety, more performance - and styled to stay beautiful.

Passengers in this striking new DeSoto will find it bigger, wider, roomier, more comfortable - yet it is slightly shorter from bumper to bumper for easier city driving and parking. The 125 1/4 inch wheelbase is 4 inches longer to further improve the restful "between-the-axles" ride. Seats have been made wider - but overall car width has not been increased. Wide, high doors let you get in and out with ease.

Drivers will enjoy DeSoto's time-tested and improved "Tip-Toe" gear shift - the transmission that lets you drive all day without changing gears. With "Tip-Toe" shift you still have a clutch, so you retain complete control of the car at all times for greater safety.

From the smallest detail of the luxurious new interior to the still better "Tip-Toe" shift - every improvement has been planned to increase the high standards set by previous DeSoto models.

See this fine new DeSoto at your Dodge-DeSoto dealer's showroom. He will be happy to show you, and demonstrate, the many new and tested features which make DeSoto the distinctive car of the year.

W. G. BARBOUR, CHARLOTTETOWN

123-127 EUSTON ST.

PHONE 2307

E. K. JOHNSTON, MURRAY RIVER



ICE AND SLEET

IT HAD US DOWN IN PLACES

BOY! . . . Old Mother Nature certainly knocked me dizzy for a while. The storm tore down a lot of tree branches and wires, and put me out of business for a while. But crews of linemen hopped onto the job right away, and electric service was restored as rapidly as humanly possible.

Those linemen are great fellows. They don't like these storms any more than you do. . . but when a storm strikes, they pitch right in uncomplainingly to get your service going again in the shortest possible time.

We appreciate your patience and friendly understanding of our difficulties during a trying time.

Thanks a lot.

REDDY KILOWATT

Dorothy Dix Says

(Continued from Page 2)

in others' interests, to literally rejoice with those who rejoice and weep with those who weep.

I especially give this message to all the young brides who are leaving their homes and their families to go to strange places to live. Be a joiner.

DEAR MISS DIX: I have a strange problem. I am engaged to be married to a man whose wife is dead. They lived together for five years and he promised her that if she died and he considered remarrying, that he would wait five years before he married again. He feels that we cannot marry because of his promise not to marry again until the five years have passed.

He says he can't break a promise made to his wife and I would feel that if he married me within the five years that her ghost would always be between us. But why must the dead come to haunt the living? And why aren't the living more important than the dead? We are in our fifties and have not long to live, so why can't we marry and enjoy life?

PUZZLED

ANSWER: There is no sane reason why the living should be sacrificed to the dead, but it is a superstition that brings sorrow to many otherwise intelligent men and women. For it is not an unusual thing for a jealous man or woman to write a promise from his or her mate never to marry again.

Just what pleasure the dear deceased are supposed to get out of inflicting years upon years of loneliness and, perhaps, poverty and want upon the mates they have left behind them, nobody knows. But to my mind it makes more of Hell than Heaven. Certainly you cannot imagine a saint in Paradise gloating over the misery they have wished upon a good and faithful husband or wife.

DEAR DOROTHY DIX: I am a young girl who is engaged to be married. My problem is that I am undecided whether I should do so or not. My fiancé is so jealous that he never wants me to go out alone, and if I am ever seen talking to any man he flares up and makes a scene which is very embarrassing. Lately whenever I say anything with which he disagrees, he goes into a tantrum and hits me.

Does a man change after he is married, or would I have to put up with this all of my life after marriage?

DESPERATE

ANSWER: I don't know why you should have any indecision about whether or not you should marry a man who shows you every day, in every way, what sort of a hell he would make for you if you married him. Any man who seems to have every mean quality that a husband can possess, and who hasn't even decent manners to cover up his boorishness, makes a poor prospect for a life mate.

This man has shown you what to expect if you marry him. Your sorrow will be on your own head if you do

Ellen's Diary

(Continued from Page 2)

ed to in the old Kirk, when he was only a lad. He belonged to a yesteryear, which James likes to dwell upon such times as grand-daughter, old in her years, or Jamie, a thoughtful chap, perches on the arm of his chair in a lamplit evening. Then it is that James will recount to our small ones nice stories of the long ago, and sometimes harkening back to his own childhood the names of those venerable Men of God will come into the tale. He will tell that this or that one of them, recalling them easily by name, when on pastoral visitations were accustomed to remain overnight, sleeping in the feather bed - that - was in "the Prophet's chamber" which still remains the guest-room, and how all work would be suspended, or indeed almost all during the visit. And funny thing that it is, but listening to James' tales, I fancy still that old room holds strange presences.

But not unfriendly. And sometimes of a Sunday when I come there to the mirror to tuck up a stray lock or tilt a hat more becomingly one can imagine a solemn "vanity of vanities" - all is vanity" before approved and most patient she turns away. As James relates them she is sure that if the sitting room door be the least ajar she has only to look around the edge of it very quietly to see adult members of the family, quaint now of dress, seated there with the minister in grave conversation, perhaps over the frivolous signs of those times, or maybe together with their children kneeling in a service of worship there.

James' stories make grand-daughter open her eyes wide with wonder, and Jamie hang onto his every word. And he is bound to men-

tion the minister, who made it a point to give him a few pennies. Mr. . . . James will say, "The lad, to tackle the mare and fetch her 'round to the door." A precious responsibility for him and certain to be well done. This steed, a chestnut, has been described so often and so minutely, that sometimes when about the lawn on a Summer day I can hear the spirited hoof-beats, and look up expecting to see her approach bearing the handsome gentleman in burnside and beaver along the turn to the driveway. "And there was poor Mr. . . . James will say, "The lad, to tackle the mare and fetch her 'round to the door." A precious responsibility for him and certain to be well done. This steed, a chestnut, has been described so often and so minutely, that sometimes when about the lawn on a Summer day I can hear the spirited hoof-beats, and look up expecting to see her approach bearing the handsome gentleman in burnside and beaver along the turn to the driveway. "And there was poor Mr. . . . 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