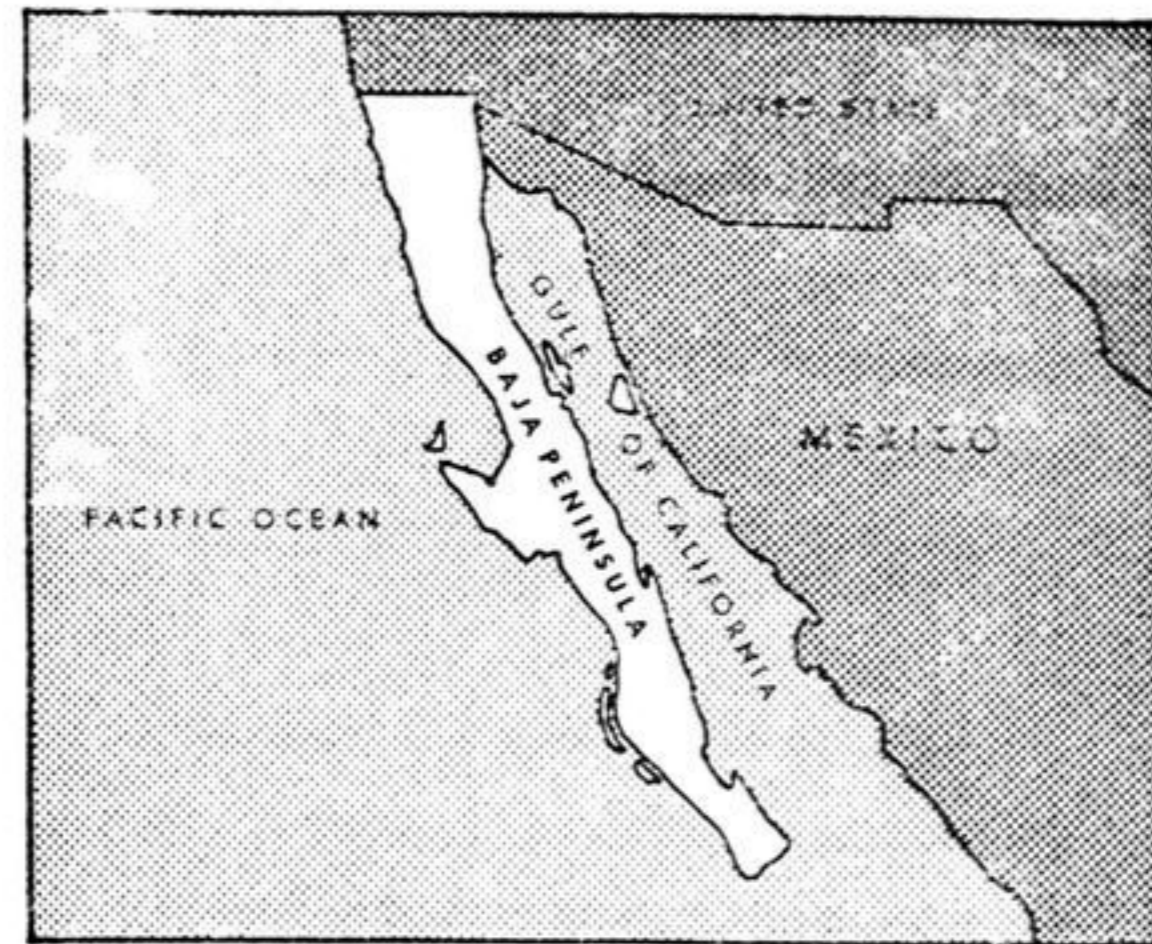
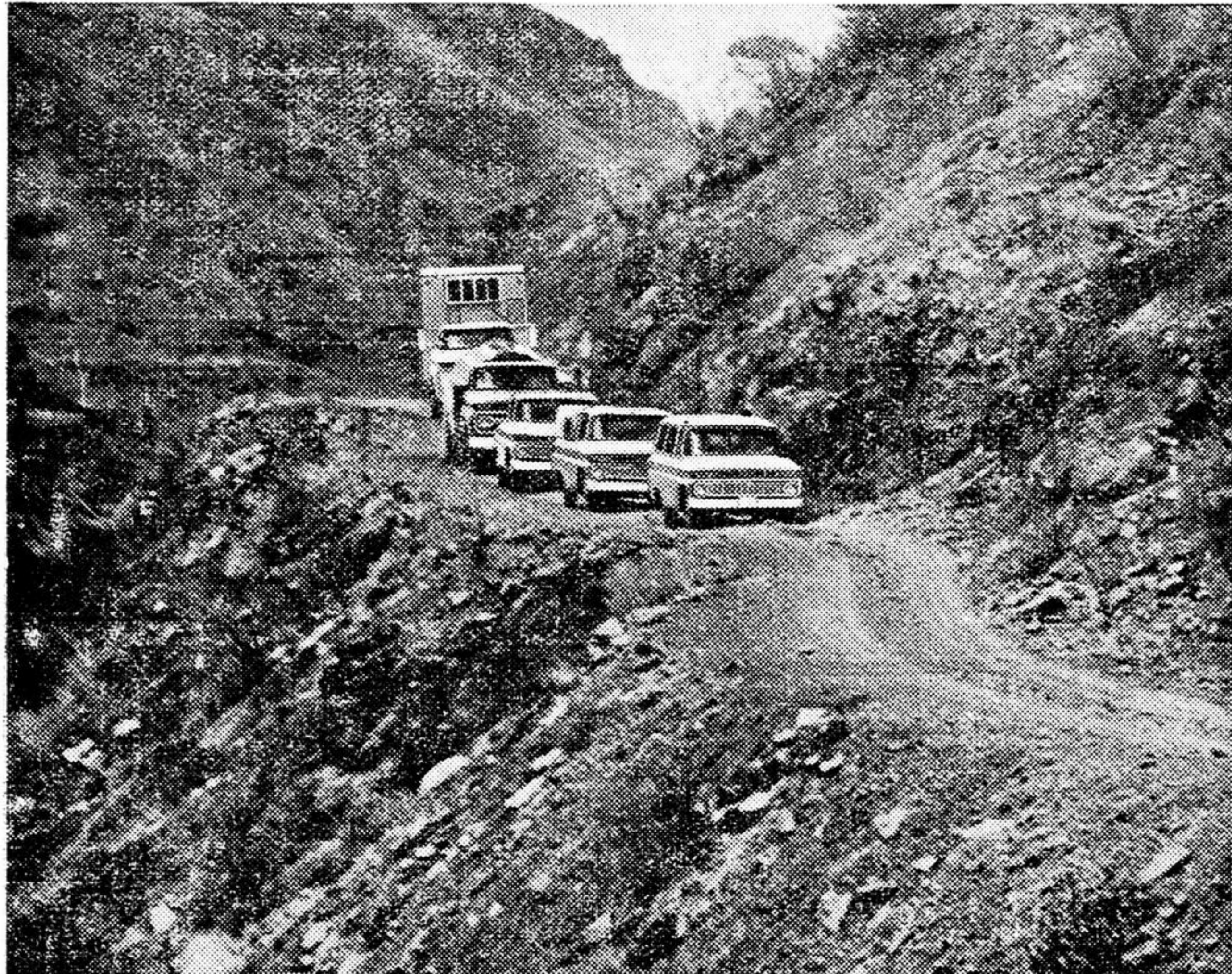


**HERE NOW!**

# Tough new '63 Chevrolet Trucks

**... THE ONES THAT WHIPPED THE BAJA RUN ...  
TOUGHEST UNDER THE SUN ... TO SHOW THE WORTH  
OF NEW ENGINES, FRAMES AND SUSPENSIONS!**



Nature created the world's toughest proving ground for trucks — the Baja (bah hah) California Peninsula, Mexico. It's thousand miles of tortuous trail that defies travel.

Chevrolet tackled this route with a Carry-all, a 1/2-ton pickup with new 230 cu.-in. 6-cylinder engine, a 3/4-ton pickup with new 292-cu.-in. \*6-cylinder engine, a medium-duty unit with refrigerated van, a medium-duty diesel tanker and a heavy-duty tandem.

Rocks, ruts, washboard and washout racked the trucks from bumper to bumper. Sand, dust and rivers tried to swallow them. Hour after hour was spent in low gear at temperature up to 122 degrees F.

It took 17 days to go the 1,066 miles, and not one Chevrolet truck dropped out! Each day's run was finished on schedule!

Trucks that can take this kind of beating can take on your toughest truck jobs. See these tough, quality-built '63 Chevrolet trucks with all their new improvements at your Chevrolet dealer's.

\*Optional at extra cost.

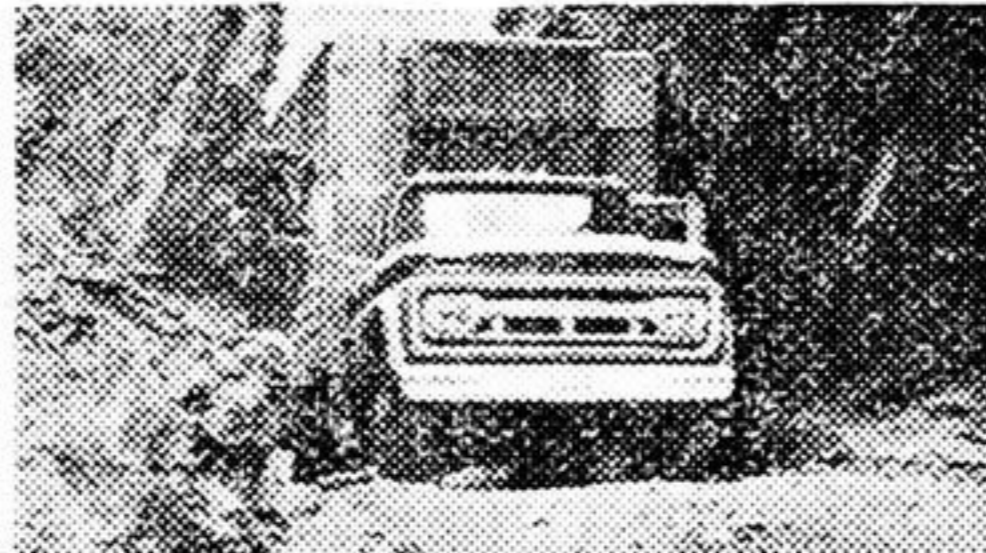


**QUALITY TRUCKS COST LESS**

A General Motors Value



When you came to a river, you got wet. This Baja river bottom was as rocky as the road. What a test for new '63 Chevrolet suspension systems!



Sometimes the caravan crept along for hours in low gear. There was no traffic — just an occasional traveller on burro or horseback. It's that kind of route. It took 17 days to go 1,066 miles!



Chevrolet's ladder-type frames withstood the severest punishment. Shown is the 3/4-ton pickup with new 292-cu.-in. \*6 cylinder engine.



Temperatures as high as 122 degrees F. burned the land in the desert area around Dry Lake — one more ordeal any truck that goes to Baja has to shrug off.

CT-163-B

Be sure to see Bonanza on the CBC-TV network each Sunday. Check your local listing for channel and time.

## A. TINNEY & SON, CAVAN 944-5411

(From Page 3)  
ought to be a man, three women and three young children. Who were they? No one knows. Perhaps settlers who arrived before the country was ready for them. Perhaps a trader who joined a band of friendly Indians and while travelling in their company, fell victim to a common enemy. One can only guess.  
Nevertheless, a full-scale land rush developed on the Souris plains of Manitoba in 1881, due mainly to a colonization syndicate, organized by one, Squire W. H. Sowden of Millbrook (Millbrook, by us.) Ont. In the

fall of 1880 the squire was already on the Prairies, travelling by buckboard and pony, looking for a suitable spot for a settlement.  
After going as far west as the present village of Gainsborough he finally chose a spot which suited his fancy near the junction of Plum Creek and the Souris River. Thus began the present town of Souris. By the time the snow fell in 1881 it boasted of three buildings, a log blacksmith shop, a store and a boarding house.  
If Souris grew more rapidly in those early years than any other settlement in the valley, then W. H. Sowden

was in a large part responsible. A man of tremendous energy, ambition and imagination, he got things done. Perhaps he is best known for his opera house, which despite a rather unlikely prairie setting, flourished for a number of years. Much later, in 1904, Sowden built the now famous "Souris swinging bridge," 582 feet in length and still the longest single span suspension bridge in Canada.  
There is more of this fine article; but Squire Sowden and Millbrook are mentioned no more.  
We asked Mr. Roy Lough of Ida about Squire Sowden.

Mr. Lough, gentleman and scholar, consulted his Atlas of Durham. He replied that W. H. Sowden came to Canada, probably from Ireland, in 1846. He lived on Lot 7 of Concession 7. He was the reeve of Cavan. There is a record of a death the year the Squire arrived; it reads: "Mary Elizabeth, wife of W. H. Sowden, died August 23, 1849, aged 20".  
We are told that Squire Sowden built "The Mansion". A few readers may remember the Squire. If you have a fact to add to this short story of a man, please let us know.  
Thanks, Don, for writing.

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