

New Hudson Motor Car Dealers Being Congratulated

Vice-President Brings Wide Auto Experience to New Schumacher Company

Has Been in Automotive Business for Many Years. Was Sales Manager for Timmins Firm. Was Associated With Head Office of Nash Motors in Toronto. Has Confidence Hudson Safest and Most Dependable Car.

Lindsay Dyer brings to the new business of which he is Vice-President and General Manager many years of automotive experience. He has been intimately associated with all phases of the industry for a number of years and for the past five has gained valuable experience regarding both the sale and servicing of automobiles in the North.

From 1927 up until this year Mr. Dyer has been associated with Nash. He came to Timmins from the Canadian head office of the Nash Corporation Brey-Nash Motors, Toronto, to act in the capacity of Sales Manager for Daigneault Motor Sales, Timmins, formerly Mose Nash Motors.

Asked what he thought of Hudson, Mr. Dyer pointed out that Hudson prices started in the lowest price field. He described the automotive engineering which produced the car as "brilliant" and said that it would mean economy of gasoline and oil and generally low upkeep cost.

"What I would like to stress more than anything else," said Mr. Dyer today, "is that the Hudson is not only as economical to operate as it ever was—and the Hudson record is exceptionally good in this respect—but it is more than ever the safest and most dependable car on the market."

"Furthermore, it is priced at rock bottom. It rides and drives like a car priced at twice the money. It has an excellent appearance and it is as comfortable as a car can be. It has plenty of power—and power is needed in this country," said Mr. Dyer.

"I have had a lot of experience with

cars and I know a good automobile when I see one. I have no hesitation in recommending this car and can give assurance that its performance will not let you down. If I didn't honestly believe that I would be foolish to say so as this North Country has a way of bringing out imperfections in automobiles."

Justifiably proud of the company's new building, Mr. Dyer pointed out that the service department is able to take care of any kind of automotive job. Equipment, he said, was of the best and it was as modern as it possibly could be.

Winter Weather Does Not Stop the Motor Tourist

Total of 154,875 U. S. Cars Crossed to Canada in January.

(From National Revenue Review)

Although the automobile tourist does not venture abroad in the land during the midwinter month of January in such numbers as he does in summer, nevertheless, a total of 154,875 United States cars crossed into Canada during January this year. This was a decrease, however, of 13,711 cars compared with January, 1939, when 168,586 cars were entered. Of the total entered during the first month this year 21,046 cars were cleared under 60-day touring permits, 2,112 under traveller's

vehicle permits, while 10 cars were entered for extended stays up to six months and 131,707 for periods up to 48 hours.

The province of Ontario accounted for over fifty per cent of the sixty-day touring permits issued in January, with a total of 11,015, and of this number the Port of Windsor issued 4,660. Two other Ontario ports also issued substantial numbers, viz: Fort Erie, 3,962, and Niagara Falls, 1,691. Ontario also entered the largest number of United States cars for stays of 48 hours or less with a total of 76,599, the largest number, namely, 34,878 being entered at Windsor.

Quebec province issued a total of 5,030 sixty-day touring permits during January, the two most active points of entry being Phillipsburg where 1,286 cars were entered, and Lacolle where 1,086 cars entered the province for stays of 48 hours or less, about forty per cent of which were cleared through Rock Island.

Sixty-day touring permits issued at frontier points in British Columbia numbered 3,641. Of this total 1,725 permits were issued at Pacific Highway and 773 at Douglas. This province also entered 2,728 United States cars for stays of two days or less. A total of 918 automobiles was entered through New Brunswick ports and outposts under 60-day touring permits, 158 of which were cleared through Edmundston and 146 through St. Leonard. Out of 37,018 cars entered for short stays, the port of St. Stephen accounted for 22,103. Manitoba entered 265 cars under sixty-day touring permits, 206 of these being cleared through the port of Emerson. Saskatchewan entered 94 cars under 60-day permits, Alberta 78 and Nova Scotia 4.

Despite the snow and cold of Canada's mid-winter, automobile tourists entered under 60-day touring permits from every state south of the border. Just one car, however, came from Alabama and one from Louisiana. On the other hand, Florida was represented by 24 cars, Arizona by 7, Georgia 12, Mississippi 3, and Texas 49. The bordering state of New York was represented by the largest number for any one state, namely 6,334, followed by Michigan with 4,723, Washington, 3,290, Vermont, 2,654 and Maine 975. A total of thirteen cars entered this country under 60-day touring permits, from countries other than the United States. These were divided as follows: Hawaii 7, Alaska 5, Mexico 1.

It is interesting to note that, war conditions and adverse rates of exchange notwithstanding, Canadian automobile tourists are on the move in ever increasing numbers. During January this year, a total of 47,985 Canadian cars were cleared outward for touring purposes as against 26,271 during January, 1939, an increase of 21,714 or 83 per cent. Of the total cleared outward in January, 8,674 cars were under touring permits for periods of 48 hours or more. These were divided according to province as follows: Ontario, 3,046; British Columbia, 3,015; Quebec, 1,675; Manitoba 334; New Brunswick 206; Saskatchewan 190; Alberta 177; Nova Scotia 4. The principal points of exit for Canadian tourist travel under C-12 touring permits in January were: Pacific Highway, B.C., 1,267; Niagara Falls 1,263; Huntington, B.C., 798; Windsor 770; Fort Erie 549; Lacolle, Que., 485; Phillipsburg, Que., 466; Emerson, Man., 278; Rock Island, Que., 273.

Made 32.66 Miles per Gal. in Motor Race in Utah

The new 1940 Hudson Six made 32.66 miles per gallon running at a constant 29-98-mile average speed in the 1000-mile test on Bonneville Salt Flats, Utah. Car equipped with overdrive and optional rear axle ratio. Even in "stop and go" driving, which, of course uses more gas, Hudson Six economy will please the people.

Bare Fact

"Marry my daughter? Why, young man, you could not buy her clothes even." "Well, I figure they'll wear less and less of 'em every year."—Buffalo Times.

Some Particulars About Canada's 1939 Tourist Trade

Preliminary Estimate Places Tourists' Expenditures at \$275,000,000.

A preliminary estimate places the total expenditures of travellers from other countries in Canada in 1939 at approximately \$275,000,000 and the total expenditures of Canadian travellers in other countries at approximately \$110,000,000. Corresponding estimates for 1938 were \$238,000,000 and \$121,000,000. The favourable balance to Canada on tourist trade account in 1939 is provisionally estimated at \$165,000,000 as compared with \$162,000,000 in 1938.

Practically all forms of tourist travel were adversely affected by the outbreak of war but in many cases the declines were not sufficient to cancel previous advances. Lower expenditures by certain classes of travellers were partially offset by higher expenditures by other groups. Hence, for the year as a whole, there was no sharp drop in tourist expenditures.

The depressing effect of the war was particularly noticeable in the case of motor travel between the United States and Canada. Touring automobiles entering Canada on 60-day permits which, as compared with 1938, had increased by 2.5 per cent to the end of August, declined by 5.2 per cent in the later months. Cars entered on 48-hour permits fell 2.8 per cent to the end of August and 8.2 per cent during the balance of the year. Towards the year's end the declining tendency was checked somewhat.

For the year as a whole the total number of automobiles entering Canada from the United States for touring purposes was 4,212,816 compared with 4,346,445, a decline of three per cent. Those entering on a period of 48 hours or less declined to 2,943,159 from 3,081,559 in 1938, while those on 60-day permits increased to 1,267,851 from 1,263,509, and those on six-month permits rose to 1,806 from 1,577.

Expenditures of motor tourists from the United States totalled \$165,000,000 compared with \$178,000,000 in 1938. Those entering Canada by rail spent \$56,000,000 compared with \$55,000,000, by boat \$15,000,000 which was practically the same as in 1938, other persons travelling by bus, ferry, aeroplane or as pedestrians \$21,000,000 compared with \$20,000,000.

Estimated expenditures in Canada of tourists from overseas countries in 1939 were \$13,000,000 as compared with \$15,000,000 in 1938. Canadian travel to overseas countries declined sharply in 1939, expenditures involved being estimated at \$15,000,000 compared with \$20,000,000 in 1938.

School Dismissed

The lesson was on the power and effect of wind.

"As I was coming to school today," said the very pretty teacher, "the bus door opened, and something came softly in and kissed me on the cheek. Can you tell me what it was?"

"The conductor!" came the prompt and unanimous reply.—Globe and Mail.

Nine Steamers Sunk in Past Week by Acts of Enemy

London, March 20.—The admiralty announced today that nine British and neutral ships were lost by enemy action in the week ended Sunday at midnight. Tonnage totalled 23,922.

Most of the casualties were listed as due to "illegal" mines, with only four ships sunk by German submarines since February 24. The opinion was expressed that submarines which have escaped destruction have been recalled temporarily.

The week's losses were described as three British ships totalling 5,449 tons; two French, 3,172 tons, and four neutrals, 15,321 tons, none in convoy.

One source said the admiralty's weekly list of Allied and neutral merchant shipping losses "is the British answer to fantastic and untrue statements of British losses constantly being made by the enemy, very often in order to obtain information."

An admiralty source said the weekly average for 28 weeks of the war was 12 ships totalling 42,000 tons.

Losses listed for the past week were: British—Melrose and Gardenia and the trawler Halifax; French—Capitaine Augustin and the 35-ton fishing boat Rose Effeulle; The Netherlands—Amor, Ehlota and Sint Annaland; and Yugoslavia—Slava.

Loss of the Sint Annaland, 2,248 tons, and the Slava, 4,512 tons, had not been recorded previously, although the Sint Annaland was damaged by gunfire from German planes March 17.

From One Old Timer to Another

Best Wishes
are accorded to
FRED DWYER


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the New
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