## Queen Saw Races On Butler's TV

was just before the "off" a big race at Ascot. Thrusting through the crowds that milled round the Tote windows,

milled round the Tote windows, a punter slapped a pound down and shouted hoarsely: "Ten bob win and place No. 4, mate!".

He grabbed his ticket, then reeled back in astonishment as a friendly voice called, "I hope it comes up"... and the redfaced racegoer recognized through the wire mesh covering he window the smiling features of Prince Philip!

Though he may not have such intense love of racing as the Queen (he has been known to arrive at Ascot by State landau and skim away in his Lagonda a few minutes later, or to disappear unobstrusively towards the polo pitches of Cowdray after the second race at Goodwood), the Prince takes a keen interest in all activities concerning horses. And on that afternoon at Ascot he had slipped "backstage" at the totalisator to see how the odds are worked out by calculating machine.

He is, after all, Vice-President of the British Horse Society, which takes him all over the country attending trials and show jumping. He is a member of the Jockey Club and many kindred organizations. His devotion to polo is well known.

On one occasion, when presented with an electro-cardio graph by the City of Cambridge, the Queen said smilingly: hope this ingenious machine will be put to good use not many miles from here." Her audience could hardly have realized her meaning - that Prince Philip would borrow the instrumer for a vet to check the heartbeats of his polo ponies!

"All too often Prince Philip's failure to share all the Queen's racing pleasures is due to sheer lack of time, to his eager desire to fill his leisure with the glowing exercise of physical pursuits, his keenness for active sport rather than a passive role as spectator," writes Mrs. Helen Cathcart in "The Queen And The Turf," the first full, richly illustrated story of Her Majesty's triumphs and disappointments as a racehorse owner and

some measure of the Queen's enthusiasm for racing can be gauged from the fact that in order to see her colt Gay Time run in the St. Leger she made two successive overnight journeys from Balmoral to Doncaster and back, a round trip of 836 miles. She probably knows more about the pedigrees and breeding records of racehorses than any other woman in the world -knowledge that helped her to be the first British monarch in history to have twice headed the

'list of winning owners. Her contribution to our bloodstock industry is immense . . . and there was public resentment when the president of a Methodist Conference prefaced his remarks with: "I wish the Queen would not go racing." Says Helen Cathcart: "The Queen understood his sincerity, however, and later invited him to one of

the famous luncheons at Buckingham Palace."

In different vein, a cleric in the Midlands amused the Queen when he sent her a story of two choir boys, one of whom asked: What have we sung the National Anthem for today?" The other shook his head; so the first

choir boy added: "I suppose it's because the Queen's horse came home first yesterday." This love of horses stems from her very earliest days-right back to infancy when the Archbishop of Canterbury once found the little Princess leading her grandfather, King George V, by the beard, pretending he was a horse as he shuffled along the

floor on his hand and knees! A few years later, the sight of a pony with a docked tail would arouse her indignation. And once, watching from her nursery window the hacks prancing along Rotten Row, she said gravely: "If I am ever Queen I shall make a law that there must be no riding on Sundays. Horses should have a

Her concern is even stronger today. Nothing is too much trouble if one of her horses is backward or ailing. One, slightly lame, was sent to Seaford because it was thought the sea air and salt water bathing might suit him. Another who developed muscular trouble at the end of his racing career was sent to a specialist in electrical treat-

# By Roberta Lee

Q. Would it be proper for a single young man to invite two young women friends to make use of his spare bedroom while they are in town?

A. The offer is perfectly proper

— but, to still any possible
tongue — wagging, he should

ove out while they are there.



ROYAL FUN — The sport of queens and princesses seems to be equally divided between horses and boats, judging from this newly released photograph of Queen Elizabeth II and nine-year-old Princess Anne. In riding outfits, mother and daughter relax beside the lake at Frogmore, near Windsor Castle.

ment in order to make his retirement happier. Nor is it only thoroughbreds

Same de la company de la compa

that interest the Queen. She was that interest the Queen. She was once touring an agricultural show when she recognized a pit pony she had seen two years before, with its leg bandaged where another animal had kicked it She immediately inquired ed it. She immediately inquired if it had fully recovered. Another time, as Princess Elizabeth, watching the royal greys being bedded down at Windsor, she was amused by the way one of them kept yawning, obviously

tired after the Ascot procession. The sight of a yawning horse was too much for the Princess, says Mrs. Cathcart. Convulsed with mirth, she went in search of her family; and soon both Princesses and the King and Queen were rocking with laughter at the grey, who continued to yawn sleepily.

In the past there had always been a certain studied formality about the movements of royalty at race meetings. (Queen Victoria once declined to attend Ascot because the trainer of the royal colt, Persimmon, could not guarantee it would win the Gold Cup!) But the Queen has chang-

Soon after her Coronation racegoers at Ascot stared in surprise at the young woman who leant on the paddock rails and watched the horses unsaddling. Could it be? Yes, it was the Queen! - mingling so informally with other racegoers that many failed to recognize her.

Later, at Goodwood, she broke with convention by walking down the course to see for herself just how the starting gate worked. It worked well, for her own colt Gay Time romped home in the race. Perhaps the best example of

delightful informality occurred one week-end when the Jubilee Handicap was run at Kempton Park. The Queen and Prince Philip were staying with their friends, Lieut.-Colonel and Mrs. Harold Phillips, in Leicestershire, and when it started to drizzle with rain Her Majesty suggested it might be fun to see, on television, how her colt, Agreement, ran in the big race.

Unfortunately the Phillips had to television. But John Kemp, the butler, said he would be honoured if the Queen cared watch the race on a set in "Perhaps it is the only occahis cottage.

sion, on or off the record, when Queen has sat cosily in an armchair in a butler's sittingroom watching television," says the author. "The Queen saw Agreement finish eighth, discussed the race with keen enjoyment, and did not forget to thank her butler host."

Astrakhan, the Queen's first gift-horse from the Aga Khan; the brilliant but ill-starred Monaveen; the immortal Aureole who might never have raced but for the Queen's acute fore-sight; Carozza, the "secondstring" who proved a classic winner; Landau, who loved jam tarts . . . they are but a few of the great-hearted horses and colourful personalities depicted in this vivid story of the Sport



As I write it is a white world, not only the present but the past. which puts me in just the right mood for wishing everyone a Happy Christmas. Whether it will be white or green by the time this column gets into print is something else again. Here's hoping it is still white.

for remembering - for enjoying



by from Adams

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The present is coloured by memories of other Christmases come and gone. No one looks aheal to what next Christmas will be . . . or the next, or the one after that. To look forward would be to court disaster. Except in retrospect one Christmas at a time is quite enough!

according to what we make it. It is the climax of weeks of extra work, planning and anticipation; an occasion for getting in touch once again with those to whom we seldom write - but yet never forget. A time of surprises, some real, some assumed - for the sake of the children. A time of gratitude for messages of goodwill that come from the of all it is a time of rejoic "Joy to the world, the Lord is come; let all rejoice and sing". And of course it is the most popular time of the year for a family get-together. The pattern

> left to the last minute because chickens for orders. We were wet but they were wetter still

> all. Remembers too that neither

two friends, Picasso and Cocteau. Between his workroom and the living room are two doors. Once the workroom door is shut no one dares to interrupt his work for which he needs, in Mrs. Stravinsky's words, "Complete quiet and great concentra-tion." value according to present day values but the love and under-

m nor rain was ever bad

enough to really dampen the Christmas spirit. We didn't have hydro in those days and the

Yule tree was illuminated with small wax candles, lit for awhile

and then extinguished. During the depression of the Thirties

standing with which they were

And, no matter what, Christmas

traditions were always maintained. It was years before the

homegrown Christmas chicken was replaced by a turkey but

the chicken was always just as

savoury as any turkey we have had since. The plum pudding

was never absent and it was one

time when there were plenty of oranges, nuts and candy. Daddy

wasn't able to stay in the house

managed to emulate the Christ-

mas spirit and present us with a

to heat water for Bossy. Hot

kitchen fire was a Saturday

night ritual. We didn't realize

there were few complaints.

of the lean years.

we were living in hard times so

Christmas came and went and

I can't remember any that were

not happy. Now that we have

reached a life of greater ease we

are thankful for the experience,

Many readers of our genera-

tion will have similar memories. Their children, as do ours, will

remember that a happy Christ-

mas was something that didn't just happen. It had meaning. And yet opportunities are great-

er today for enlarging our circle of friends and a letter or cheery

card to a friend is more sym-

bolic of the Christmas spirit than

an unnecessary gift to a person

For that reason I know the mes

HAPPY CHRISTMAS!

for your happiness?

who has practically everything.

sage that I send you is as good as a gift. May you have A VERY

better could I send than a wish

chosen was never insig

Like all great composers, Stra-Like all great composers, Stra-vinsky worries about little things. He has a horror of draughts. He rarely catches cold, but at rehearsals is always afraid of doing so. Sometimes he has appeared at a rehearsal wearing two sweaters.

He is extraordinarily modest about his achievements. In Venice he once said: "I don't create, I just sniff about and discover musical truffles." (Truffles are edible fungi which grows a few inches beneath the surface (

very long as there were always chores to do. Not only that but more than once a motherly cow "I live neither in the past no in the future," says Stravinsky. "I am in the present. I can't know what to-morrow will bring forth. I can only know mas spirit and present us with a calf. So, along with the puddings and vegetables I had to make room on the old cookstove what the truth is for me towater on tap was undreamed of then. A bath in front of the

Real Beauty

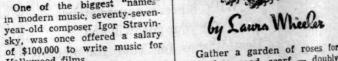


**Great Composer** Likes It Hot One of the biggest "names" in modern music, seventy-seven-

sky, was once offered a salary of \$100,000 to write music for Hollywood films. He turned the offer down. But he likes films and always goes to the movies when he wants to

To-day this Russian-born genius, now an American citizen, does all his work in a soundproofed workroom in which there are two pianos, a table, paintings and drawings by his





cloth, spread, scarf - doubly precious, because handmade! One graceful rose square makes a doily; 3, a scarf, 9, a 36-inch cloth. Do larger cloth, too. Pattern 978: chart, directions for 12-inch square in

> Send THIRTY-FIVE CENTS a system geared to mass issuance of tickets. Yet the average Brit-(stamps cannot be accepted, use postal note for safety) for on's rejoinder is: Why should this pattern to Laura Wheeler, Eox 1, 123 Eighteenth St., New Toronto, Ont. Print plainly PATTERN NUMBER, your NAME and ADDRESS.
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ISSUE 52 - 1959



### ondon Has Its traffic Jams Too

london has a vexing traffic sitfondon has a vexing traine situation—and is trying to do smething about it. The onset of the Christmas shopping rush has aggravated the problem. But it also has provided an incentive to make a start on improvements.

Britain's energetic new Minis-ter of Transport, Ernest Marples, has instituted a "pink zone" plan for the vast downtown area bordered by Park Lane, Marylebone Road, the Strand, and Kingsway. In essence, his solu-tion is to enforce existing regulations and restrict parking on the badly clogged thoroughfares in the heart of this capital. Britons themselves are of two

minds about what should be done to allow cars to move more freely. One group praises the Marples efforts to clear the streets of private and commercial vehicles that block the flow by parking for long intervals. They likewise applauded when

the police won a test case against a car-owner who jacked up his inactive, unlicensed, uninsured auto and left it on the street outside his house. This established-belatedly, it seemed to some -that motorists cannot expect to use the streets as a permanent garage. Some portions of London are littered with these "laid-up" cars, which now presumably will have to move else-

But others argue vigorously that cracking down on drivers and parking is the wrong approach to a solution. They say it is designed to keep motorists from the very business objectives that thrive on their presence. They add that they pay extremely heavy taxes on their ears and gasoline, and that the government's obligation is to apply these funds to building new mads, overpasses and underpasses, to accommodate still more cars.

ticket on the windshield. He

may hang around a reasonable time until the driver returns. But if it turns into a long wait,

can note the license number and seek out the responsible per-son later. This obviously is not

n Science Monitor.

don, moreover,

imes with two or

To a foreigner, London's regulations ususually seem strange —even chaotic. A lot of sixth tense is involved. There are virtually no official "no parking" signs. You are supposed to know there is no parking on bus helped matters there. routes; yet cars do park safely on streets where buses ply. Nor is lack of buses any guarantee parking is permitted. There are plenty of "no waiting" signs—but with solid ranks of cars parked with apparent impunity right under them day after day. right under them, day after day.
One difficulty in penalizing
parkers here is that it is not the
Ractice for a "Bobbie" to leave

ham motorway is finished. And why quicker starts are not being made on scores of other urgent street and road projects.

LESSON CAME LATER A school bus taking children to school in Napier, New Zealand, was delayed 15 minutes before the driver was able to find

a substitute for the missing ignition key. Later, one passengers owned up. In an attempt to delay the bus wallowed the key.

bumper crop."



Ernest Hemingway

MEN OF MILLIONS OF LETTERS - The output of these novelists makes up a substantial part of the contemporary literary scene. The polished style of Britisher Maugham is known the world over. Faulkner is the leading voice of the American South, possibly the country's most productive literary area. Hemingway, leader of the post-World War 1 U.S. literary revolution, is currently enjoying a renaissance on television.

### No. Ten Downing Front Unchanged

No. 10, the British Prime Minister's London home and official residence in Downing Street, is photographed facade will be kept intact. The narrow frontage, the squat black door with the lion's head knocker, and the swinging light on the wrought iron arch are to remain.

Inside the patchwork repairs and remodelling by a succession of British Prime Ministers over more than two centuries are to

be removed. Only the historic rooms, in cluding the paneled Cabinet room, will be kept intact. The decision to remodel fol-

lows a recent survey by the ported the building was unsafe. The foundations are unstable, walls need supporting, staircases and floors strengthening and roofs renewing, the Craw-

ford Committee said. The report is not surprising. There have been few periods in the life of George Downing's 1735 that Prime Ministers have not written of its shortcomings. 1807. William Pitt wrote several paragraphs describing the new kitchen and offices. The foundations of the house were proving

unsound even then, the famous

Exchequer. No. 12 is used by

ment and ground floor. Now it will be rebuilt to its original

height and once more come into

line with its two neighbors,

writes Melita Knowles in the

The Treasury in Whitehall

will be made good behind its

present nineteenth century facade, so that from Whitehall

its appearance will not change

drastically. The interiors were badly knocked about in air

raids in World War II and only

temporary repairs have been

Architect Raymond Erith, an

expert on reconstruction of 18th-

century properties, has been

appointed to see that in both the

Whitehall building and the

Downing Street houses historic

features of the properties are

All the state apartments of No.

10 are to be preserved, includ-

ing that room of drastic and dra-

matic decisions, the cabinet

room, with its five long windows

A blending of family life and

of affairs of state at No. 10, the

British prime minister's house,

makes this building different

from any other in the land. It is

the one house on which there

can be no lease and no contract.

There's no security of tenure

On a recent visit to Downing

milkman leave the milk at No.

livered a travel case, and

pigeons cooed in the May trees.

In moments of crisis, how-

ever, crowds flock freely into the

street from Whitehall to watch

ministers of state arrive or leave.

The greatest moments of all per-

haps, the moments fraught with

most drama, come when a prime

minister leaves for Buckingham

Palace on the other side of St

James's Park to see his sover-

The prime minister and his

staff are expected to move out

of No. 10 into Admiralty House

in August, 1960, and the total

work of reconstruction may take

two years.

Street I saw a striped-aproned

10. The man from Cooks de-

overlooking the garden.

Christian Science Monitor.

Prime Minister recorded. BRUSH IN RUSH - Roman artist The making over to No. 10 is part of a larger scheme to Eva Fisher is ready to paint her make more room for secretaries way around the world. Behind and other officials of the Prime her are some of the canvases Minister's staff and those of the with which she'll start a global Treasury. Nos. 11 and 12 Downexhibition tour. At each stop ing Street, and the Treasury Buildings in Whitehall, will be she'll paint replacements for the reconditioned at the same time.

The whole scheme is expected ones sold. lars. No. 11 is the official resi-

Thought Storm Was End Of World

There have been a few gales of late, but they were just breezes compared with the Great Storm. Living in London in November, 1959, were many descendants of families who, on the night of November 26th/ 27th. 1703, experienced, the full horror of the most terrible

storm in Britain's history. Historian Lord Macaulay described it as "the only tempest which in our latitude has equalled the rage of a hurricane." Hundreds of houses were de-

molished or left standing like skeletons and streets in London and other cities were deep in roof-tiles. Falling chimneys killed many people. In Kent alone 1,100 houses and barns were blown down. Sixty barges were piled

high on the Thames against the piers and buttresses of old London Bridge. Thousands of magnificent trees were levelled. In the West the Bishop of Wells and his wife were killed in bed. Round the coasts, 8,000 seamen lost their lives. The storm was so widespread that it made its influence felt over

thousands of square miles, doing great damage in Holland and France as well as in Britain. The new Eddystone lighthouse with its designer, Henry Winstanley, was destroyed. He had stated that he wanted to be in the lighthouse during "the worst storm that ever blew" to prove its durability.

Research by weather students into the history of the Great Storm shows that there had heen gales and rough weather for several weeks before it burst on Britain from the south west, sweeping across Wales and England at least as far as the So terrifying was the shrieking of the wind that thousands fled to their cellars and stayed

there, some believing that the

end of the world was at hand. "I've taken three lessons in French," remarked Joan to her friend.

"Could you carry on a conversation with a Frenchman?" "No, but I could talk to anybody eise who had had three lessons."

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How Can 1?

By Anne Ashley Q. How can I make a quick cleaning job on my white kid gloves?

A. Pull them on the and douse in alcohol. Remove, and they will dry quickly without leaving an odor. Q. How can I clean white

sweaters at home without wash-A. Rub into the sweaters mixture of one part salt to two parts cornmeal. Let stand overnight, then brush out.

Q. Is there anything at all can do about bone or celluloid knitting needles that have broken?

A. It is possible to get some more life out of them. They are easily sharpened in a pencil sharpener, or with a knife. Smooth with an emery board.

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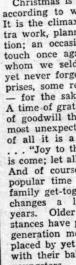
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ISSUE 52 - 1959

Officials at the Washington, D.C., zoo are shipping surplus snakes to the Dublin, Ireland







changes a little through the years. Older folk in some instances have passed on; the next generation moves up and is replaced by yet another generation with their babies and school-age voungsters. But it is Christmas - THIS Christmas - which is at first foremost in most people's

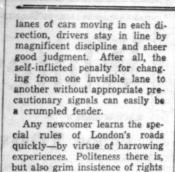
thoughts. We look forward to celebrating the day with traditional feasting and gaiety even to the cranberry sauce! But once the dinner is over, the Christmas tree stripped of its gaily wrapped gifts; the "Ohs" and "Ahs" and other expressions of appreciation have been ex-changed, then it is, at least for the older folk, there comes a time of quiet reflection. Grandparents, aunts and uncles, exchange memories of other days. The young married folk, busy with the dishes, catch an odd word here and there and join in with the conversation. In our case I remember what has been said before - and what, more than likely, will be said again this year. "Mother, are you talking about that awful wet Christmas when there was a thunderstorm Christmas Eve? We had gone to town for last minute shopping with the horse and buggy. While we were away Dad and Bob had gone to the bush for a tree. It all had to be we had been so buy picking

trudging home through the back lane dragging the tree behind Yes, Grandma remembers it



SPECIALTY: SELF PORTRAITS - Artist Joan Markson blushed her way through the opening of a one-wornen art show in Madrid, Spain. The show featured eight nude self-portraits.





and the sometimes perplexing

rules of the game. Even Britons

are baffled as to who has the right of way at a "roundabout" or circle. Into this melee, visiting American traffic experts venture at their own risk. Baltimore's Traffic Commissioner Harry Barnes, who was here recently, claims British traffic thinking is "25 years behind the times." He criticized such cherished British institutions as the U-turn, which London taxis are specifically designed to make, street parking,

and unsynchronized traffic lights. But Don Iddon, the London Daily Mail's correspondent in the United States, scathingly replied that Mr. Barnes' Baltimore scarcely is in a position to lecture London. It is, he maintains, only the new Chesapeake Bay tunnel, enabling one to bypass the Maryland city, that has

Meanwhile, the fact apparently is that Britons prefer to unravel their own traffic snarls, without accepting much backseat advice from the other side of the Atlantic where, after all, they still drive on the wrong side of the road. Yet the public, of necessity, is awakening to its problem. People are asking why skilled men and earth-moving machinery are standing idle now that the new London-Birming-

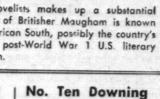
The proliferation of the auto-mobile has left them stalled in traffic long enough so that even these patient people are on the point of sounding their horn in

be causing any perceptiobstruction to traffic, writes Henry S. Hayword in the Chris-

painted traffic lane markmost of its accident cases as "the On its broadest streets,



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