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Georgetown

**Applications for Secretary-Treasurer  
North Halton High School Board**  
Applications will be received by the undersigned until Tuesday, January 20th, 1948, for the position of Secretary-Treasurer of the North Halton High School District Board. Applications for the position should be marked on the outside of the envelope "Application" and addressed to  
**C. A. MARTIN, Chairman,  
MILTON, ONTARIO**

**Sport Shorts**

by Sideliner  
Hockey season's full swing and the artificial ice palace really packed them in for the first game last Friday — 1622 paid admissions, we are told, which at the new admission scale of 50c and 20c, provides a start at making up those thirty-thousand shakels which will have to be paid off before the season is in the clear. Sideliner arrived at game at 8.15, in plenty of time, as he thought and it took almost the whole first period to worm his way into a seeing position not that much was missed for the first was somewhat on the dull side with the teams feeling each other out on an unfamiliar ice surface. Some heads — up hockey from then on until the third period when lack of condition of both players and ice was noticeable. A good, average early season game, and much better than we've seen in some other seasons. Frankly, the brand of play belongs to intermediate "B" company rather than the more exalted "A," and while the Papermakers have a definite edge on Milton we wouldn't make any rash bets on their cup possibilities. Sideliner's three stars would well be all awarded to John Rhodes, whose nonchalance in the be-

lieve his ability to stop the rubber from any angle. He was little short of sensational and many fans in the vicinity were hoping with us for a shut-out which would have been well-deserved. No. 3 star to Kent Storey, easily the best man on the ice, whose consistent play-making, steady skating and one goal contributed largely to a victory. At the risk of a blast from Ravin' Ross, the County town scribe, we'll pick a third Georgetown, none other than the playing coach, who tallied a goal, and showed some of the fancy work which made him a star with Pasadena Panthers a few seasons back. An addition, and a welcome one this year at the Arena — a time clock, courtesy of British Consols, at the entrance end of the arena. Something new too is the imposition of a no-smoking ban which met with some success. Reserved seating section will add about five hundred more seats and they are hoped to be ready for this Friday. Jack Wilkinson, back in the refreshment booth for the season. Wonder if the fact that the Bank of Commerce is holding the \$30,000 bond collateral had anything to do with posting a couple of tellers at the ticket stands. Spence McKinnon, and Don Rann were doing the honours, with J. J. Gibbens and Gilbert McNeil, at the entrance wicket. Coach Conacher might as well have let Georgetown's own Bob Goldham come out to act as linesman for the luckless Chicago Black Hawks were edged out 6-4 by the Maple Leafs on Saturday. In fact, we've just been listening to the game and though geography says we should be a Leaf rooter our sympathies are divided and we're rooting for the team with the local touch. Foster Hewitt coined an apt simile, a "loose-leaf" defence to describe the Toronto tactics in the game. Hockey broadcasts always make us think of the late J. A. Strang, whose tragic death in 1946 ended his occasional contributions to the Herald which he titled "As We See It" and in which he often referred to the Saturday night hockey broadcasts. Barrager's Cleaners and Dyers have done the honours this year in providing a handy little schedule listing all games at home and away of Intermediate, Junior and Juvenile teams. Don assures us that he still has a supply on hand which can be had for the asking at the office on Wesleyan Street. Ray Whitbee has a new wrinkle in lining up a bus to transport fans to out-of-town games. He tried it out with a \$1.25 ride to Fergus Monday and intends to keep it up all season. The hockey team too travelled by bus, which is much more dependable than the private car system, where the team arrives in instalments. We're working on Elmer to contribute his "three stars" again this winter. Much opposed to the import system, he sulked all last season and refused to contribute. Who is Elmer? That is one of the best kept secrets in the Herald Office and we're still not talkin'.

**Meddling Stranger**  
By Annie Wilson

THE broken-down bus was no longer in sight when Hollis Chandler looked back from the top of the hill. This was the second hill he had climbed since there huddled together like children waiting for Santa Claus or someone to come along and give them a lift. Perhaps he would have done just as well to wait, but it was only an hour until time for his appointment with Mr. Sanders of the Interstate Bus Lines. He looked at his watch and his jaw set in a determined line — four miles yet to the next stop. The pain shot through his knee again and sweat stood out on his forehead. He slowed his walk and set his foot more carefully each time. It was then he saw the car parked beside the concrete road at the foot of the hill. Now he would get a ride if the driver didn't leave before he got there — the car was headed the other way. He tried to walk faster, then slowed down, the man was sitting on the fender, a big man, a fat man, as still as an Indian in the sun. "Hi young fellow," he called when Hollis came near. "Stop and rest awhile." He motioned to the fender beside him but made no move to give room except lean his knee a little to one side. "How far have you walked?" The mild blue eyes looked Hollis over. "About a mile." The man nodded his head. "Bus broke down," Hollis said, disgustedly. "To hike."

**CARD OF THANKS**  
James Edmeston, Sr., wishes to thank friends and members of Canadian Legion Imperial, Lorne South Ladies Auxiliary and the Smith and Stone Union for cigarettes sent to him while in hospital.

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**Answering Your Questions ABOUT IMPORT CONTROL**

**M**OST of the countries which are Canada's regular customers have not recovered sufficiently from the war to pay, in the normal way, for all the goods they need, despite extensive help from this and other countries. Nor are they able to send us enough of their goods to balance accounts—or to pay us in the kind of money which we, in Canada, can use to buy goods in other countries. At the same time, Canada has been buying more goods than ever before from the United States and other countries demanding U.S. dollars. This is because these goods were not obtainable elsewhere and because of demand pent-up during the war. Buying from the United States or U.S. dollar areas must, therefore, be temporarily reduced until our trading again becomes normal. To meet this emergency, purchase of goods and services or expenditures for travel, which must be paid for with U.S. dollars, are now subject to control. **IF YOU ARE AN IMPORTER OF CONSUMER GOODS** and wish to find out what goods are (1) prohibited, (2) subject to quota, or (3) unaffected by control, see or write your nearest Collector of Customs and Excise. **IF YOU WISH TO IMPORT GOODS SUBJECT TO QUOTA** and wish to establish your quota authorization to import, or need special information, consult your nearest Collector of Customs and Excise. Quota application forms (EC. 1) and instructions for completing them, are available at all Customs Offices. These applications must be filed with the Collector of Customs and Excise. **IF YOU WISH INFORMATION ON THE AMOUNT OF YOUR QUOTA.** After your application has been filed with your Collector of Customs and Excise, all correspondence about the establishment of quotas or cases of exceptional hardship through import prohibitions should be directed to Emergency Import Control Division, Department of Finance, 490 Sussex Street, Ottawa. Quotas are issued on a quarterly basis and any unused portion may be carried over into the following quarter. **IF YOU ARE AN IMPORTER OF PRODUCTION PARTS, STRUCTURAL STEEL,** iron, machinery or other capital goods or automobiles, and wish to know the import restrictions in these classifications, write or see Emergency Import Control Division (Capital Goods), Department of Reconstruction and Supply, 385 Wellington Street, Ottawa. **IF YOU INTEND TO TRAVEL OUTSIDE CANADA** and wish to know about foreign exchange available for this purpose, consult any bank or the Foreign Exchange Control Board at Ottawa, Montreal, Toronto, Windsor, Vancouver. If you wish information about personal purchases of goods made during travel outside Canada, consult the nearest Collector of Customs and Excise before departure. **IF YOU ARE A MANUFACTURER, WHOLESALE OR RETAILER** and wish information about excise taxes, or about the list of goods to which they apply, consult the nearest Collector of Customs and Excise. **IF YOU NEED OTHER SOURCES OF IMPORTS** consult the Foreign Trade Service, Department of Trade and Commerce (Import Division), Ottawa, regarding your supply problems arising from import quota restrictions. Through the Trade Commissioner Service, the Import Division is endeavouring to arrange increased supplies from the United Kingdom and other "non-scheduled" countries. **IF YOU ARE A HOUSEWIFE** and wish information on available alternate foods which have comparable nutritional values to those now prohibited or subject to quota, informational material which has been prepared by the Nutrition Division of the Department of National Health and Welfare may be secured from your Provincial Health Department or local health unit.

The administration of these emergency import controls is the responsibility of various departments of the Government. The above information is given to aid Canadian citizens in complying with the new import control regulations with a minimum of inconvenience in their business and personal affairs.

*Douglas Coates*  
Minister of Finance

**CANADA NEEDS U.S. DOLLARS**



New manager of Jasper Lodge in the Canadian Rockies: Harold J. Gunkling, well-known summer resort hotel man, whose appointment as manager of Jasper Park Lodge has been announced by Robert Sommerville, general manager, Canadian National Railway Hotels.

**LICENSE PLATES FRONT AND BACK**

Now 1948 license plates for cars are making their appearance in Georgetown and for the first time in several years a purchaser gets a double set, with plates for both front and back of the car. During the war years, as a conservation measure, only rear markers were displayed. The new markers have white letters on a blue background in place of the 1947 black letters on white. They are manufactured at the Ontario Reformatory at Guelph.



He slowed his walk and set his foot more carefully each time.

"Where are the other passengers?" the man interrupted. "Back there," Hollis motioned the way he had come, "waiting for another bus or a ride." "Hmmm—why didn't you wait?" "I have to be in town in less than an hour," he said shortly. The big man shut one eye and blew out a puff of smoke that blotted out his face. "Any important-looking people on the bus?" "One man got off at the last stop and took a taxi. The driver warned us the bus might not get in." Hollis forced his voice under control. "How did you come to stick with it?" He leaned forward and his eyes lost their mildness. "I'm interested in this line for one thing," Hollis' words came slowly, "and—my finances don't run to big taxi bills." "What's your hurry to get to the next town, young fellow?"

HOLLIS settled himself again resignedly and pushed an ant off his sore knee with a blade of grass. "I'm going to meet a man connected with this bus line, and—" he stuck out his chin and his voice was hard as nails, "tell him what's wrong with it." The fat man leaned forward eagerly. "This—" Hollis made a wild gesture. "Sit on the road two hours waiting—just waiting—" He forgot he was talking to a meddlesome stranger and it all came pouring out. There would be a communication system like in the army, with the exact location of buses charted on maps at frequent intervals, someone to be there quickly in time of trouble. Bus travel in the future must be dependable; the fixtures to be comfortable and durable, nothing laborate. "People who want luxuries use their own cars, or ride trains or planes—it's the common people who need buses," Hollis finished out of breath. Another car came rearing over the hill. Hollis stood up and stuck his foot out in time or two to test it before he stepped toward the car. The driver slackened his speed and waved at the man on the fender as he went by. The fat man laughed. "Hollis whirled on him with a white nose. "So—it's funny, is it?" The big man looked at his watch. "Guess you're the only one impatient to get to where he's going." Hollis watched with a grin of relief as the fat man in one easy motion shifted his huge bulk to a standing position and set his hand to open the door. "Get in," he motioned Hollis to the other side. But Hollis stood transfixed and felt even the back of his neck getting red. For there on the door hidden by the man's body were the words: "J. R. Sanders, Interstate Bus Lines."

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