

**500 Miles of Free Driving With Every Car Purchased during our SPRING CAR SALE Friday & Saturday MAY 3 and 4**



**FRANKLIN PROUSE MOTORS LTD.**

- THAT'S RIGHT... WE SUPPLY YOU WITH ENOUGH GAS FOR 500 MILES OF DRIVING
- All prices reduced for quick sale. No reasonable offer refused.
- GOODWILL** used cars are nationally backed and advertised by General Motors Pontiac - Buick dealers. All used cars are thoroughly checked for safety and completely reconditioned. They are always guaranteed and at Franklin Prouse Motors you receive a written warranty on each used car.
- 1950 PONTIAC sedan — 26,000 miles, sharp condition. Regular price \$750. Sale Price ..... \$695
  - 1952 PONTIAC Deluxe — black, 4 door automatic, like new. Reg. \$995. Price ..... \$895
  - 1952 BUICK — Custom sedan — dynamo, light green, low mileage, a real sharp car. Reg. \$1250. Sale price ..... \$1195
  - 1952 BUICK Custom sedan, dynamo, radio, shining black. One owner. Reg. \$1250. Sale price ..... \$1195
  - 1948 CHEV sedan, economical transportation. Regular \$195. Sale price ..... \$175
  - 1950 DODGE — Custom Royal sedan, stunning Gypsy Green Custom, radio, fluid drive. Reg. \$695. Sale Price ..... \$650
  - 1947 DODGE — Economical transportation, good motor. Reg. \$195. Sale price ..... \$125
  - 1953 PLYMOUTH two tone green, like new. Regular \$1250. Sale Price ..... \$1195
  - 1948 DESOTO — clean car for its age. A real buy for the economy minded. Regular \$275. Sale Price ..... \$225
  - 1954 STUDEBAKER Champion — 4-door sedan, radio, clock and overdrive. Clean as a whistle. Reg. \$1195. Sale price ..... \$1095
  - 1955 OLDSMOBILE 2 door hardtop, Super 88, power brakes, hydramatic, low mileage, one owner. Reg. \$2550. Sale price \$2495
  - 1951 CADILLAC — Fleetwood 4-door sedan, luxury transportation at its best. Hydramatic touch-o-tuner, radio, electric windows, power seat. Regular \$1795. Sale Price ..... \$1695
  - 1954 PLYMOUTH Savoy 2 door coach. Excellent condition, good tires, attractive two tone. Reg. \$1450. Sale price ..... \$1395
  - 1951 MERCURY 4 door sedan — brand new motor, fine transportation, at low cost. Reg. \$850. Sale price ..... \$795
  - 1952 TRIUMPH — 2 door, this car is a gas saver, in excellent condition. Reg. \$425. Sale Price \$395
  - 1954 METEOR — 2 door coach, radio and heater, sharp as a tack and clean as a whistle. 1 owner. Reg. \$1995. Sale price ..... \$1950
  - 1954 PLYMOUTH Savoy sedan — good condition, reg. \$1895. Sale price ..... \$1795
  - 1952 THREE TON FORD dump truck with combination box. New paint job. Reg. \$1295. Sale price ..... \$1195

Our inventory must be reduced to make room for more trade-ins on 1957 Buicks and Pontiacs. Take advantage of these bargains while they last.

**FRANKLIN PROUSE MOTORS LTD.**  
Georgetown and Acton's Exclusive Pontiac - Buick GMC Dealer  
Just ten minutes from Georgetown.  
ACTON, ONT. PHONE 16

**Sugar and Spice**  
Disposed by BILL SMILEY of the Warton Echo

Had a ride in an airplane the other day, the first in years. It made me sad. Oh, not because I was sorry I don't fly any more! One of the happiest moments of my life was when somebody shot my noisy Pegasus out from under me, back in 1944, and after crumpling it into a plored field on the wrong side of the lines, I realized there was a good chance I'd never have to climb aboard one of those belching, fearsome monsters again.

What made me sad was the realization that science is destroying one of the last frontiers of adventure. Just as surely as the farmer, the schoolteacher and the preacher took the Wild out of the Wild West, the radio expert and physicist are taking the Wild out of the Wild West Yonder.

During my flip the other day, the pilot was testing some new radio equipment installed at the local airport. I'd had some idea of the giant strides made in the use of radio in air navigation, but was astounded to find what a push-button affair it has become. They've taken all the salt out of flying. Finding your way through the fool-less halls of air is about as tough as running one of those modern electric stoves with all the buttons and bells on them.

You loll back in the cockpit, smoking a cigar and hurtling along in the general direction of the airport. When you start to get bored, you push a button, and there is the comforting voice of your friendly radio announcer. He tells you where you are and what course to fly. You set the course on your compass and head in on the beam. The only thing that's lacking is a blonde angel to fly out, meet you, and hold your hand during the landing.

Well, maybe it's not quite that simple, but it's a far cry from the guess-and-gamble system of navigation in vogue when I learned to fly. Air navigation was one of my weak points, anyway. I never had any trouble getting from one place to another. But "another" very often turned out to be someplace I wasn't going.

On my very first solo cross-country flight, I had trouble. It was a triangle flight: St. Catharines. I was doing famously. Toronto was quite a sight from the air, so I did a couple of circles to have a good look. Then I set off for St. Catharines, being careful to keep the shoreline of Lake Ontario in sight, so I couldn't get lost. I landed safely and happily. At Ottawa, 70 air miles from home, it seems I had kept the shoreline on my left instead of my right.

After that, I used to look at my compass, but it didn't seem to help much. I got lost practically every time I went up, unless I was flying in formation. Alone, I would just fly around aimlessly, peering anxiously at the perplexing maze of rivers and roads below. When I found a railroad, I'd go down low and fly along it until I came to a town with a water-tank. I'd read the name of the town on the tank, and find out where I was. This was known as dead reckoning navigation.

In England there were no names on the water-tanks. It was rugged. One day I was up in a Spitfire on a routine training flight. Low cloud came in and I got lost. After panicking around the sky for a while, I got hold of myself, set course,

and flew steadily in the right direction. When I figured I was right over the airport, I let down carefully through the cloud. There, to my delight, was the airport, with the shining expanse of the Marston River proving I was in the right spot. Do you know what the "Mystery" was? It was the English Channel, just 180 miles due south of where I was supposed to be. Another 25 minutes and I'd have landed in France, beating D-Day by almost a year.

Then there was the time I was night-flying in a Spit. Right after take-off I was lost. I batted around the country for a while, looking with despair at the utter blackness below. I was just about to bail out when to my infinite joy, I spotted a row of barely discernible lights. It was the flarepath at the airport. I came in carefully and was just about to touch down, when I realized the flarepath was moving. It turned out to be a convoy of trucks, with dimmed lights, that I was trying to land on. I was so shaken that I pulled up and did bale out, later reporting I'd been shot down by a night fighter.

When I got on operations, the C.O. realized I was a little weak in navigation, so he let me fly as his No. 2. Everything went fine after that. Except for the day I lost him. We were dive bombing a railway bridge. As usual, my bombs, about \$8,000 worth, landed harmlessly in a field half a mile off the target. When I pulled out of my dive, the C.O. was nowhere to be seen. I was flabbergasted, and had visions of winding up in Yugo-Stavia or somewhere, if I had to go home alone.

Then I spotted him, high and dry, about two miles away, and my heart leapt with relief. I poured on the coal, climbed up behind him, slid under his tail and into tight formation. I turned to grin at him and show him he couldn't shake me off that easily. He turned his head to me at the same time. I don't know who was the more surprised, Obergruppenfuhrer Pfeffer-schnorkel of the Luftwaffe, sitting there in his Messerschmitt, or yours truly.

We parted with mutual consent and incredible alacrity. But that's that's what I mean. With all the new gadgets, pilots will know where they are all the time, and will miss a lot of good, clean fun.

**BALLINAFAD**  
EASTER EUCHERE, DANCE HELD STEWARTTOWN HALL.

The Ballinafad Women's Institute sponsored an Easter euchre and dance in Stewarttown Hall, Tuesday evening, April 23rd. They were supported by a good crowd and everyone had an enjoyable time. There were twenty-one tables of euchre played. The winners were Gertrude Anderson and M. H. Robinson in the ladies division and Mrs. T. Gibson (who played a gentleman's card) and Lloyd Zeigler, for the men. Carrying prizes were won by Mrs. A. C. Patterson and Robert McEnery. Mrs. J. Crichton won the door prize.

Prior to dancing to Doris Hull Orchestra the ladies served a delicious lunch. Mr. and Mrs. Don Brown won the spot dance and Mrs. Lloyd McEnery and Archie Lawr the mystery dance.

**Council Ladies See Antique Glass Samples**

Members of the Local Council of Women received an education in glass when antique dealer Alice McNair of Brampton spoke to them at the regular monthly meeting at the home of Mrs. D. W. Barter last Friday, April 26. Miss McNair brought, along with her about thirty goblets, only a small portion of her total collection, and gave a complete recipe for making and purifying glass as it was done in 1763-1774. It was learned that flint or lead glass is the most expensive followed close by lime glass. Miss McNair also went into the details of the Colonial group and sand-wich glass, considered by glass blowers to be the best. There are 2500 known patterns, however each pattern depends on the artist. Discussion arose on the International Convention to be held in Montreal early in June. It is the first time that Canada has been host to the convention since 1909. An excellent program has been arranged to show the visitors as much as possible of the Canadian way of life. There will be tours, films, and a display of Canadian art produced by women in Canada.

The next meeting will be held in the Sunday School hall at the First Baptist Church on May 17th with Mrs. W. S. Howard, Toronto physiotherapist, as guest speaker. Any interested ladies are welcome to attend.

**PASSENGER INJURED WHEN CARS COLLIDE**

A car making a left turn off the 9th Line at River Dr. was involved in collision with a northbound car Saturday resulting in a total of \$650 damage to the two vehicles.

Bill Hadley, 10 Albert St. was driving south on the 9th Line at about 8.10 p.m. and proceeding to make a left turn onto River Dr. when a car travelling in the opposite direction, driven by George Forbes, 359 George St. Milton, caught the rear of the turning vehicle. A passenger in the Hadley car, Robert Allen of 40 River Drive, suffered bruises, shock and abrasions as a result of the accident. The brunt of the damage, almost \$400 worth, was registered by the Forbes car while that to the rear of the Hadley car was estimated at \$150.

Cpl. Jim Bilsborrow of the local police investigated the mishap.

**BRADSHAW'S FLOWERS**  
ON MAY 12th --  
**MOTHER**  
WOULD LIKE  
A Beautiful Bouquet  
or a Potted Plant  
Selected from the fine  
assortment at  
**BRADSHAW'S FLOWERS**  
In the New  
Hunter Real Estate Block  
122 Guelph St. — TR. 7-9761  
Evenings TR. 7-3171

**STUDEBAKER SILVER HAWKS**  
Completely equipped with air conditioning Climatizer, foam rubber, front and rear seats, electric wipers, Deluxe safety wheel, directional signals, antifreeze, gasoline, licence, complete warranty service.

**Delivered price, only \$2791.<sup>41</sup>**

**Hicken & Clapham**  
Studebaker . . . Packard  
SALES AND SERVICE  
Maple Ave. W. and 7th Line  
GEORGETOWN Triangle 7-3952

**LIMEHOUSE**  
STORM DISRUPTS HYDRO, PHONE SERVICE SATURDAY

Saturday afternoon's storm blew down several trees on the Fifth Line, disrupting hydro and telephone service for a few hours. The village was without telephone service until Sunday on some lines.

Mrs. Tom Hamilton had her sister from Rockwood with her during Easter holidays. David McDonald spent a couple of days with Fred Gishy this week. Mr. and Mrs. Calvin McDonald and little son of Elmwood spent a couple of days with the Kirkpatrick's. We welcome Mr. and Mrs. Janssen and family to the village. They moved from Georgetown to their lovely new home here on Monday.

The J. A. Smethursts of Inlington and the C. A. Grants of Stewartown were with Mrs. Speilburst on Sunday.

We welcome Mr. and Mrs. Neilson and children to the village. They live in the cottage formerly occupied by the Donald Sandersons. Mrs. Yates and Mrs. Roughley were in charge of a noontime parents' association picnic for the junior grades at the school on Thursday.

Mrs. Norman Quibell and her two little sons flew from Halton to their new home at Elliott Lake on Saturday. Mr. Quibell has been employed there for the past few weeks with a uranium mining firm. We shall miss them from the village, where they have lived for nearly two years, coming here from Kirkland Lake.

The W.A. sponsored a successful euchre party at the hall on Thursday evening. High scores went to T. H. Price and Mrs. A. N. Stark, second to Lloyd McEnery and Mrs. Robert McEnery, and high couple prize to T. H. Price and Mrs. B. Livingstone. Sandwiches home-made pie and coffee were served for lunch.

We hope that Ann Briggs makes a good recovery from a cracked bone in her left arm, the result of a fall on Thursday.

**SANDY ON TV**  
TV viewers on Monday had an opportunity to see P-C candidate Sandy Best. He was one of the one of a series of political tele-speakers on a CBL-TV program, casts allotted to the national parties.

**How To Get Greater Prosperity**



YOU ARE among friends when you vote for Alexander "Sandy" Best. . . Thousands have decided to support Halton's Progressive Conservative candidate because they know he stands for planned progress and government that respects the wishes of the people. Sandy is an able young man and well qualified to represent our fast-growing county at Ottawa.

A capable businessman, he will look after Halton's interests in a business like manner. As an experienced farmer he may be relied upon to serve the farm population efficiently. Sandy will also contribute much to good government in his capacity as a practical scientist.

Many phases of modern living — including housing; education; manufacturing; health and welfare and public utilities — require the close attention of a man with the inquiring mind of a scientist. Such a man is trained to give freely of himself in the service of others. It is a short step from this profession to that of a hard working member of parliament.

Sandy has the knowledge and experience of the scientist, farmer and businessman. He will represent all of the people of Halton effectively and with distinction.

Across Canada people are judging candidates on their proven ability. They ask themselves, "Who will best serve me, my family and neighbours?" When Halton people ask this question, they invariably decide to vote for Sandy Best.

**A VOTE FOR SANDY IS A VOTE FOR THE BEST**  
Sandy Best  
Your Progressive Conservative Candidate

Published by the Halton County Progressive Conservative Ass'n.

**PHILIPS 21" OPEN FACE CONSOLE MODEL P3630**

We received 12 of these sets in walnut, mahogany, and limed oak. The cabinets are slightly damaged and not up to the normal quality standards of Philips cabinetry. So we got a good deal and you can take advantage of it.

**REGULAR PRICE \$349.<sup>95</sup>**  
**YOU PAY ONLY \$249.<sup>95</sup>**  
**YOU SAVE \$100.<sup>00</sup>**

The chassis is of course, of the normal Philips quality and we give you 90 DAYS FREE SERVICE with the set. These sets are delivered in factory-sealed cartons.

**\$25.00 DOWN - balance \$3.25 weekly**  
ASK FOR A FREE HOME TRIAL

**WIGO TV & RADIO**  
32 Main St. N. TR. 7-3376