

GLEN TOP EIGHT TEAMS AT ALTON BALL TOURNNEY

The Glen Williams team earned fastball honour for sockville Sunday night when they turned back all opposition to win an eight team ball tourney at Alton.

In the final played under the lights against Grand Valley the Glen eked out a 6-5 victory on the eight hit pitching of Jack Keemshad. Max Stafford worked the plate and provided the hitting punch when he slammed a home run in the 5th inning with one aboard.

A tense moment developed in the last inning when with two away Grand Valley placed runners on first and third on a bad throw and threatened to pull it out. However the fifth man to face Keemshad lofted a pop fly that Blake Inglis grabbed for the final out.

In their opener the Glen bounced Marsville 4-2, scoring all their runs in the first inning. Peavoy and Stafford against D. Ticker and Howlett.

Alton fell to the Glen in the semi finals 7-4 when the Glen again built their lead in the early innings. The winners went with the Peavoy-Stafford battery to defeat the starting pitcher, Booth and Bracken.

WEDNESDAY TO SATURDAY
The "take" from his infamous empire of vice, illicit liquor and gambling was \$2,000,000 a week!



MONDAY AND TUESDAY
Cinemascope and Color
Debbie Reynolds, Tony Randall

The Mating Game



Community Sports Activity

The Alton Hearts have captured the Oakville and District Minor Soccer Association atom division despite a 2-1 setback Saturday at the hands of Oakville Athletic.

The team's success story is particularly outstanding since this is the first year that the Community Centre has thrown their hat into the soccer ring. The Saturday loss took some of the glow off the title but the Hearts had a sufficient point total to earn them the cup.

The Hearts were recently weakened by holidays and gaps were left in their vaunted offence. However, four players from the town little league were called up to fill the holes and they sparked in their new mountings.

Simon Llewellyn turned in a particularly good performance and as a sample of the up coming material sparked optimism in the coaching staff of an equally successful team next year. Regular Michael Pratt spearheaded the Hearts' attack which was most effective in the first when they held the Athletics scoreless and nursed a one goal lead.

Both atom and bantams will continue their seasons through August and September with the cup playoffs.

On Wednesday the bantam Hearts played to a 2 all tie with South Peel in what was probably the best game of the season. John Pennock of the Hearts was the thorn in the side of the opposition and was instrumental in bottling up the attack, with a tireless effort.

The win moved the bantams to within a point of the second spot in the league standings and two points out of first. With three games left to play the coaches foresee the locals finishing no worse than second.

In the second round of the little league cup Saturday morning the Rangers turned on the power to flatten the Hotspurs 6 to 1. The Spurs have now dropped two consecutive cup games and again it appears that the holidays have interfered with the league balance. These two teams clash again tonight (Wednesday) and if some of the holidays are over a complete reversal of play is very possible.

The two Heart teams are now wearing the maroon and white colours of their namesakes the Scottish Hearts of Edinburgh and since their debut the compliments have been flowing. Much of the credit is due to the effort and interest of the Community Centre.

Social & Personal

Mr. and Mrs. Vic Torrance, 56 Queen St. have returned from vacation which they spent at their cottage at Hockley Valley and with relatives in Gravenhurst.

Dr. and Mrs. Arthur McAllister, 50 Main St. N. and their daughter Miss Jean McAllister, have returned from a vacation at Cromarty Lodge, Bala.

Miss Islay McClure, Mountview Rd. has gone overseas by plane, where she will have a conducted tour of the British Isles and Europe.

Mr. and Mrs. Stan Finlay, Barbara and John, have returned from a vacation which they spent at Smith's Resort, Little Current, Manitoulin.

A former town resident, Mrs. W. A. Lavoie has returned to town and is making her home with Mr. & Mrs. Jack Lavoie, 37 Victoria Ave.

Mr. & Mrs. W. J. Walker and daughter Gail, 64 Market St. and Mr. & Mrs. James Noble, Limehouse, have returned from two days on Manitoulin Island where they visited with relatives and friends.

Guests recently at Valley View Cabins, operated by Mr. and Mrs. Pete Hunter at Huntsville included Mr. and Mrs. Hugh Lindsay, Mr. and Mrs. Irwin McPherson, Mr. and Mrs. Cy Lang and son Kenneth.

Mr. & Mrs. A. S. McCumber, 10 Chapel St. E., Miss Irene Muholand, and Lynn and Maureen Wyatt, spent a recent week at Port Sydney, then travelled to Annan near Owen Sound for a visit with Mr. & Mrs. Michael Traynor.

Mr. & Mrs. Robert McMenemy, Jr. and family, 20 Shelley St. and Mr. & Mrs. Robert McMenemy, Sr., Glen Williams spent a week vacationing at Floral Park, Lake Couchiching, then visited in Sarnia with Mr. & Mrs. Isaac Bullivant, Mr. and Mrs. Bullivant their daughter Jane and new baby Joan were visiting in town last week-end.

Miss Beverly Magwood, daughter of Dr. and Mrs. Stewart Magwood of Ottawa has been visiting with Mr. and Mrs. Robert Muir, John St. W. Returning home on the week-end, Mr. and Mrs. Muir, with Beverly's aunt, Miss Yvonne Adams, motored to Peterborough where they met the Magwoods' and spent a day camping there.

Miss Agnes McClure, R. R. 4, spent an enjoyable vacation on a tour through the Gaspé peninsula, going as far as Percé where she was a guest at the Au Pic de l'Aurore Hotel. Enroute a visit was made at Ste. Anne de Beaupre, the Isle of Orleans, Quebec City and Montreal. A journey down the Saguenay River by steamer completed a scenic trip.

Was Operator of Burlington Garage

A Burlington garage operator, Ross J. Alexander, 60 died suddenly at his home, 364 DeLaware Ave. on July 20th. His daughter Margaret is married to Bob Lawson of Stewarttown.

Mr. Alexander, a native of Kelso, had lived in Burlington since 1925. He was a member of Trinity United Church and Burlington Masonic Lodge No. 165.

He leaves his wife, Fannie Currie, and four children: Wilfred (Bill) of London, Ross of Chilli-wack, B.C., Mrs. John Rafitis, Toronto and Mrs. Lawson; a brother Duff of Kelso and two grandchildren.

The funeral service took place in Trinity United Church and interment was in Greenwood Cemetery, Burlington. Pallbearers were Don Johnson, Lloyd Chisholm, George Black, Gordon Oldfield, Christie Bailey and Fred Bailey.

CHURCH FRIENDS SAY GOODBYE TO MRS. URE

Mrs. W. C. Ure, Market Street, received a lovely leathercraft pin and carrying set from the members of Group 3 of the W.A. of St. John's United Church on Wednesday afternoon.

The ladies met at the home of Miss Hazel Harrison to honour Mrs. Ure who has sold her home to Mr. and Mrs. Logan MacDonald and is moving to an apartment in Toronto. Mrs. James Kirkwood read a short devotional and then called on Mrs. Frank Petch who conducted two interesting contests. Miss Harrison spoke a few words, thanking Mrs. Ure for her support and interest in the work of the group.

Mrs. R. H. Wright then presented the gift which was the result of her own handiwork to Mrs. Ure, who replied fittingly. A delicious lunch was served and a pleasant social time enjoyed.

Novral United Church
Rev. R. Free, B.A., B.D.
SUNDAYS
10.00 a.m.: Sunday School
11.15 a.m.: Morning Worship

Controversial Corner

by Ian Cass

WHAT DO YOU WANT IN A MOTOR CAR ?

If a design engineer was asked to sit down and design the ideal car for North American use, it is unlikely that he would come up with anything which resembled the present products of the 'big three'.

Assuming he was a good engineer who considered the transportation problems and habits of Americans and Canadians, he would find little difficulty in arriving at a satisfactory solution to the design problems—satisfactory to the logical engineering mind, that is. He would find that certain requirements had to be met: the vehicle would carry an average of two and a half passengers but be able to carry five in reasonable comfort; it would require a maximum cruising speed of 70 mph; the suspension must be capable of dealing with wash-board roads; all-round visibility must be provided along with such things as good protection from extremes of weather, efficient brakes and steering, economy in operation and, finally, eye-appeal, achieved by a happy combination of classic fine lines and harmonious interior and exterior colour schemes.

At the end of considerable research, and many hours at the drawing board, he would possibly arrive at a car something like this:

Overall dimensions—height 5 1/4 ft., length 14 1/2 ft., width 5 ft., ground clearance 9 1/2 inches.

Engine—V-eight cylinder, 85 mhp, side-valve, compression ratio 8 to 1, front-mounted.

Suspension—independent on all four wheels.

Brakes—disc type, self adjusting. Steering—rack and pinion. Wheels—16" x 5".

Optional extras—radio, automatic transmission.

Price—\$1800.

Of course, no such car is available at the present time. Our engineer, under no pressure to provide sales gimmicks, built in obsolescence or snob prestige appeal would exclude such things as automatic transmissions, panoramic windshields, four headlamps and six tail-lamps, tri-tone finish, 300 hp. engines, upswep fenders, and power-operated seats, steering, brakes, windows, antenna, and so on. He would be revolutionary enough to provide merely a vehicle which would transport the required number of people from one place to another, at the legal speed and in reasonable comfort. Theoretically, such a car at such a price would be bought by everyone and other manufacturers would go broke. In practice, I wonder how many of us would buy this ideal vehicle?

A few days ago, I gazed at my 1954 motor-car with a lack-lustre eye. I saw the few rust-spots, the fading upholstery, the austere lines. I said to myself, "I'll trade it now while it's still worth some money". Now, after some weeks of investigation, I wonder. No one is making the car I want at the price I want. The so-called economy cars, U.S. or Canadian made, still cost \$2500 or more. The 'low priced' cars of the big three cost \$3000. This is ridiculous. With all the advances in mass-production techniques and the increase in automation, it still costs \$3000 to buy a 1959 car which has no basic improvements over a \$2000 1949 car. Why?

The reason for this unhappy situation is well-known to most people. The entire sales program of the big three is a negative force. The public is urged to buy a new car so that they can make their neighbours envious, so that they can indulge in the 'latest model snobbery', so that they won't feel unhappy driving a car more than one year old, so that they can beat the next guy away from the

Harv Chappel Cards Two Under Golf Par

A blistering two under par 34 carded by Harv Chappel last Thursday at the North Halton Golf and Country Club enabled the long-driving ex-Raider to capture the men's day competitions there, edging Ted Fenning who turned in a par score to place second.

Chappel put together birdies on the 3rd, 4th and 8th, bogied the 2nd and parred the rest to register the 34. The day also produced a pair of eagles on the 435 yard par five 9th. Both Ted Fenning and Don Rand playing in the same foursome sunk chip shots from off the green to register 3's on the second longest hole on the course.

On the 13th the Chamber of Commerce and business men combine to sponsor a gala men's day and on Thursday (tomorrow) night a good turnout of members is expected at a ball sweep.

Safe Swimming Assured At Heart Lake Resort

An energetic and intensive program of water safety is being conducted by the Metropolitan, Toronto & Region Conservation Authority at all of its conservation areas where swimming facilities are provided. Dr. G. Ross Lord, P. Eng., Authority chairman, said recently.

He noted that at Heart Lake, near Brampton, there are four full-time lifeguards on duty every day, and that this number is augmented by six extra guards every week-end.

"In addition, Heart Lake is equipped with two lifeguard towers—one a floating tower located at the extreme perimeter of the swimming area, which, incidentally is roped off; and the other is located on the centre of the beach area," Dr. Lord said. There is also a post with outboard motor which constantly patrols the lake. There is also a staff of two permanent life-guards at each of

the other two conservation areas which have swimming facilities—the Boyd area near Woodbridge and the Greenwood area near Pickering. Adequate staff will also be employed at the Albion Hills conservation area when the multipurpose dam is completed and ready for swimming around August 1, Dr. Lord pointed out.

"All of our lifeguards are holders of the Bronze Medal for Life Saving, and there is regular life-guard drill every day conducted by our senior lifeguard who is a qualified life saving instructor," he added.

He said each area is equipped with first aid kits, blankets and stretchers as well as halter-type loudspeakers which are used to issue warnings to swimmers when necessary.

The MTRCA has made arrangements with local fire departments for the use of their resuscitation equipment in the event of any emergency.

"We have done everything short of prohibiting swimming to ensure that our swimming facilities are as safe as possible," Dr. Lord stated.

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