



OTTAWHANS TAKE HONOURS

EV. LLOYD WHAN'S Ottawa team won the Junior A championship in the Kid Hockey playoffs completed recently. Front row (l to r) Steve Whittaker, David Mundy, Frank Drenters, Murray Stamp, Jimmy Clarke, back row (l to r) David Richardson, Richard Harris, Barry Scinski, David Ward, David Smith, Doug Wiles, assistant coach Al Mahaffy, Bobby Francis, Garnet Richardson, coach Lloyd Whan, Ted Clarke, Gordie MacDonald, Murray Brown.

— Photo by Jay's

"Cake Walk" Feature True Blue Meeting

The regular meeting of Halton's Pride, Loyal True Blue Lodge 393 took place in the Odd Fellows Hall last week. To celebrate the Easter season, two Easter cakes were donated by Mrs. Clare Little, the worshipful mistress, and a cake walk was staged. Winners of the cakes were Mrs. James Gambell and Mrs. George Greig. In March, members travelled to Preston to help celebrate the anniversary of that lodge. There was a buffet lunch and members had an enjoyable evening. This month's meeting is initiation night and Caledon East lodge has been invited to see this degree conferred on three candidates.

Cheltenham, Inglewood Drop Station Agents

The station agents' jobs with Canadian National Railways at Cheltenham and Inglewood have been abolished by the company. The freight charges for these two stations and the interchange with the CPR at Inglewood will be taken to account at Georgetown under the jurisdiction of John Elliott, station-master here. A caretaker has been appointed to look after the cleaning and express at the Cheltenham and Inglewood stations.

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Diary of a Vagabond

BY DOROTHY BARKER

Have many tripped themselves lately over their national beards? Professor Frank Underhill, noted Canadian historian, told a panel of intellectuals on a nationwide television program recently that "Canada is born old". If this is "The Age of Being a Canadian," as the show was called, then I had better pack away all my enthusiasms and those experts, who are always excusing Canada for various faults "because the country is so young," had better get away their safety pins and get out a few crutches and wheel chairs to bolster our national pride. Thank heaven, I don't appreciate poet laureate Layton making one remark about Canadians "being people with middle class values, chiefly interested in making money." Mr. Layton has a unique sarcasm, which is a compliment he likes to flaunt publicly, hoping to raise a few eyebrows. In fact, if it hadn't been for author Hugh MacLennan, who came up with the rouser "There are the spirits of Canada since 1940. I am a citizen of no mean country." I might have wondered why we struggle so hard to promote this land or even try to create abroad an image of vitality and patriotic verve. I am told a country is judged by the stature of its citizens, who collectively are Mr. and Mrs. John Doe, living a not too spectacular life in its suburbs. Are men the other day. He is an editor and wanted to discuss sometimes concerned about the annual rat race of production, but actually living a full and satisfying life while making "contribution as well, to the local scene." It was during one of my trips by rail to Montreal that I met Archie Duffie. I had produced a piece of copy for a forthcoming issue of the CNR's employee magazine, "Keeping Track," and wanted to discuss it in context with the editor. He was a large man with a scholarly stoop, sitting behind a wooden desk almost too tidy for any editor. His kind, if rather worried eyes roved restlessly behind rimmed glasses and a thatch of quite blonde curly hair bounced on his brow as he ejaculated. We were in the midst of a discussion when he stood up and announced he was taking me to his home for dinner. I cannot truthfully say he shed his editorial responsibilities as the clock struck five. Archie Duffie lives his job twenty-four hours of every day. But in his home he is an entirely different personality from the enquiring editor and humorous weekly newspaper columnist. We drove through the streets of St. Lambert with the windows of the bus frosted over and homeward bound passengers stomping their feet to keep their circulation from congealing. All the way Archie told me about his rose garden, naming its hundred odd varieties. Every once in a while he would lean over me, scrape a little frost from the window of the bus and worry about whether those roses could stand such a stretch of severe weather. When we arrived we were greeted by the aroma of freshly baked bread and broiled steak and the welcome screech of a small

Thinks Too Many Red Lights on Automobiles

How often should a warning be repeated? At what stage does repetition cease to have effect, or even create resistance to the desired end? Police Official

These are questions in the minds of some traffic and safety engineers who are wondering if there are too many red lights on the roads at night. The Ontario Safety League quotes some of the conclusions of Dr. L. J. van de Meulen, a Netherlands Government traffic police official:

Weaken Effect
"A surfeit of any physical stimuli tends to weaken its effect. Too much red colour would tend to reduce the effectiveness of red as a warning signal."

Four Lights
Every vehicle has at least two red tail lights. Some of the recent models have four. Since red is a danger signal indicating an obstruction, what is the logic behind two or more red lights on a moving vehicle?"

One Green
Dr. Van der Meulen suggests that moving vehicles should show one red and one green tail light; a stopped vehicle, truly a dangerous obstacle to moving traffic, should show two or more red lights and no green light."

Under 20
He also thinks trucks and cars should be equipped with an automatic device to switch all tail lights to red as soon as speed drops below 20 m.p.h. Above 20 m.p.h. the right hand rear light would automatically switch to green.

Stopped Vehicle
When the driver sees red and green lights ahead, "he would develop an expectancy for this colour combination." The disappearance of the green

light from the expected combination would make the red light a more formidable signal, indicating a stopped or slow moving vehicle ahead.

Little Chance
Rear end collisions at night are a major source of tragedy on our roads, says the Ontario Safety League. If re-examination of the old brake-actuated tail light system — which has seen little change in the past 25 years — could help to make the night highways safer, it is to be hoped that authorities will study the matter thoroughly.

Three Share Prize Money, Lucky Draw

Two local residents and one from out of town were richer after a lucky draw conducted during the final game in the bantam hockey tournament Saturday, April 8th. Pat Vance, Church Crescent, won the \$50 first prize in the draw sponsored by the Ladies All Star Support Group. His ticket number was 1993. Smaller cash prizes went to J. Martin, Port Stanton, ticket 970 and J. Miller, 41 Normandy Blvd., ticket 119.

There are only two kinds of parking nowadays — illegal and no.

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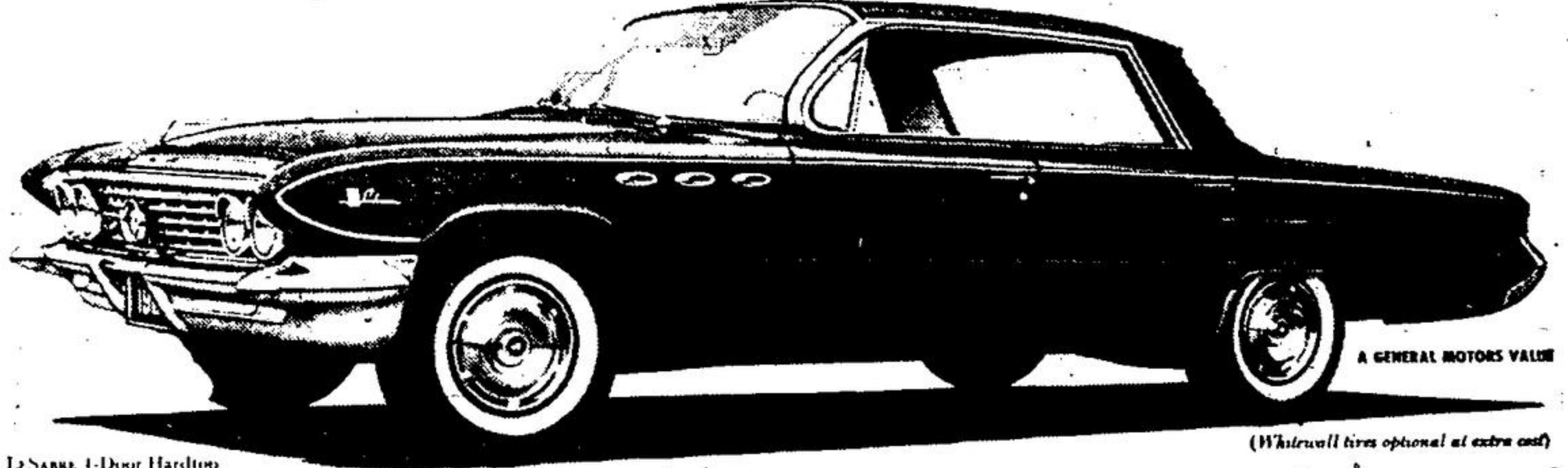
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Notice of Application

The Liquor Licence Act, 1950 Licensing District Number 5 TAKE NOTICE that the North Halton Golf & Country Club Limited, of the Township of Esquesing, in the County of Halton, will make application at a Special Meeting of the Liquor Licence Board of Ontario to be held at the Coral Room, Knight Hall, 6 Sanford Avenue South in the City of Hamilton, in the County of Wentworth, on

Tuesday, the 9th day of May, 1961, at the hour of 10 o'clock P.M. in the forenoon, for the issuance of a

"Club Licence" for the sale and consumption of liquor with or without meals, for the following premises: North Halton Golf and Country Club Limited being part of the east and west halves of Lot 17, and part of the east half of Lot 16, Concession 8, R.R. No. 2, Georgetown, (Township of Esquesing, County of Halton), consisting of combination Club house and Curling Rink and Nine Hole Golf Course.

Any person resident in the licensing district may object to the application, and the grounds of objection in writing shall be filed with

Mr. G. C. GAGE, Q.C. the deputy registrar of the licensing district, whose address is Bank of Commerce Building, 15 King Street West, HAMILTON, Ontario, at least ten days before the meeting at which the application is to be heard. Dated at Georgetown this 10th day of April 1961.

North Halton Golf and Country Club Limited Applicant R.R. No. 2, Georgetown, Ontario

FARMED FIFTY YEARS ON ESQUESING FIFTH LINE

The last surviving member of his family, James Allan McDonald, died on Tuesday, April 4th at Milton District Hospital at the age of 79. He had lived for the past fifty years on the 5th Line, Esquesing Township, where he farmed.

Born in Chinguacousy Township, the son of the late Allan McDonald and Anne Lawlaw, he attended school there and in 1911 married Rosella Brown in King City on April 5th. While a 5th Line resident he attended Boston Church at Mansewood.

He was predeceased by three sisters and two brothers. He is survived by his wife and sons Hugh, James, Clifford, Gordon, and Calvin, and one daughter, Georgina (Mrs. Kenneth May) as well as 11 grandchildren. The funeral service was held Thursday, April 6 at the Harold C. McClure Funeral Home, Georgetown, conducted by Rev. B. A. Nevin of Boston Church. Interment was in Greenwood Cemetery, Georgetown. Lorne Bird, Douglas Currie, William Fisher, Cecil Wilson, Frank Ruddell and Leslie Iam were pallbearers, and the flower bearers were Walter Brown, Archie Brown, Jim Fisher, Donald McDonald, Angus McDonald and John McDonald.