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SPORT NEWS

Co-Ops Ostranders Tie All In Overtime Game

In last Friday's game, the Milton Co-ops were lucky to get a 7-7 tie with a greatly improved Ostrander's team. At that, Milton should have won easily but for an unfortunate incident in the third period when J. Kentner lost his head and went off for participating in a fight. While he and Grenke were out, Ostranders rapped in three goals in 8 seconds.

Ostranders served notice early that they were going to be hard to defeat when they scored at 30 seconds. Play was fast and both over and Lord were called on for some spectacular saves. The Co-ops tied it up when Marzo scored at 10.30 but the Jewellers came back when Milne put the puck past Lever at 11.20. Raine tied it for Milton at 15.30. Milton had little better of the play but could not finish around the net.

The second period was all Milton's with an occasional breakaway by Ostranders and Lever had to be good. The Fox, Melanson, J. Kentner line was outstanding during this period with Fox netting two and J. Kentner the other.

The third period produced some fast, rugged hockey and tempers became warmer until at the 7.30 mark, Grenke tangled with Hill and both went off for five minutes. It was at this time that Kentner intervened and he was given an automatic 2 minute penalty. Instead of putting on two fast forwards, Milton sent out three defense men and they should have stayed at home as they were helpless when Toronto scored three times to tie it up. They went ahead at 11.06 but Red Kentner

Dairying Industry Aids Conservation

Dairying might be said to have started with the domestication of cattle some 10,000 years ago. There are many Biblical references to dairying practices such as cheese making by nomadic tribes as they roamed from pasture to pasture with their herds. Early in the dawn of history green pastures became the symbol of stability and the goal of security for mankind engaged in agricultural enterprises like dairying which in combination with pastures is recognized as being basic not only to sound agriculture, but aids in the conservation of the soil itself.

In Canada, the first record of any attempt at dairying was over 300 years ago when Champlain brought to his settlement at Quebec the first domestic cattle to be permanently established in North America north of the Gulf of Mexico. As good pastures have always been a sign of a prosperous agriculture, so dairying represents permanency or the long-term view in farming and must necessarily be based on sound conservation practices to survive. Continued or long-term production of any of the main farm crops, grain, vegetables, etc., is only possible in a rotation in which pastures and hay are included.

One of the best known methods to control erosion is to cover the soil with a grass sod, which not only provides the dairyman with one of nature's best and cheapest foods, but builds up the soil at the same time. To operate successfully, most dairymen have found that it pays to keep a large proportion of their farm land seeded down to pasture and hay and this aids greatly in soil conservation. Well nourished crops giving maximum food value for man and beast are made possible from the organic matter and manures produced on the dairy farm, which also gives humanity one of its best foods—milk.

In many parts of Canada dairying is the most stable source of income for Canadian farmers and more individual farmers derive an important part of their revenue from dairying than from any other type of farming. This should be good news for soil conservationists who are beginning to realize that soil conserving practices are usually to be found in a good dairying community.



"WHILE YOU WERE GONE I DECIDED WE CAN AFFORD AN AUTOMATIC DISH WASHER AFTER ALL."

Gripping Thoughts Of Driver Recorded

A gripping story that cannot help but make everyone stop and think is the following, called simply "Hospital Waiting Room". The thought of this story will perhaps make the district safer for everyone.

I've been at the hospital for the past hour waiting and praying — praying as I have never done before. For if the little fellow they brought here doesn't recover—then, God help me—I'm a murderer.

Sure, the police measured the tire marks and no charge is being laid but if that tow-haired youngster doesn't live, I've killed him just as surely as if I'd put a pistol to his head and pulled the trigger.

Several people who saw the whole thing say that I'd no chance to avoid him. I know better. Common sense should have warned me that besides the group of kids who scattered when I blew the horn, there might be one or two others hiding behind the parked cars. Surely I, with two kids of my own, should have been prepared for the unexpected actions of a youngster happily playing, unaware of his danger. My young Billie and Sally have given me plenty of lessons about children's behaviour, but when it came to the real test, I ignored them—had a meeting to attend after supper and was in a hurry to get home.

Did you ever see a sturdy little chap lying quite still, one leg bent grotesquely under him, blood oozing from his head? I'd give my right arm if I'd never had to see it. He whimpered a little as the ambulance men lifted him—and it was then I started praying. And that's what I'm doing here at this hospital—praying and thinking.

I'm thinking of the father and mother of that boy. How can I possibly face them? I'm thinking of his vacant chair at the table, his rumpled bed, his torn britches, the scuffed shoes that led him to so many exciting adventures. I'm thinking of the man he might have been—perhaps a great surgeon, a scientist or engineer. Countless lives might have been spared by his skill. It's not pleasant to think I'm responsible for their fate, too.

I don't think I'll ever drive again. Probably I will, as time goes on. But, right now I don't want to see that shining monster that used to get so much attention. Sure, it's a good car with good brakes and so on—but a car can be only as safe as the fellow who drives it.

Waiting and praying — it seems like days I've been sitting here, not just minutes. They've taken the lad to the operating room. Soon I'll know. There's not a thing I can do, but wait and pray — wait and pray. Oh Lord, please make everything all right.

HOT TIP

During the horse-racing season at Golden Gate Fields, buses leave from our nearby town every half hour until the first race. On one occasion my husband and I were among the passengers bound for the races to make a "killing".

Arriving at the track, the bus driver opened the door, but before the passengers began to leave he called out, "Would anybody like a good tip today on how to make some money?"

"Of course several of us called out, 'Yes'.

"Well, then," quipped the driver, "keep your seat on this bus and go back to town with me." — The Reader's Digest.

Nearly 900,000 new, permanent and temporary houses have been built in Britain since the end of the war.

Suggest Dictionary With Streamlining

If the publishers of modern dictionaries could bring themselves around to streamlining their definitions to meet the format of one recently submitted to a well known American publisher, one can't help but feel that these huge tomes would not only be more informative but also much more entertaining. Here is the anonymous contribution, which seems to cover the subject very, very thoroughly.

BOY: After a male baby has grown out of long clothes and triangles and has acquired pants, freckles, and so much dirt that relatives do not care to kiss it between meals, it becomes a BOY. A boy is Nature's answer to that false belief that there is no such thing as perpetual motion. A boy can swim like a fish, run like a deer, climb like a squirrel, balk like a mule, bellow like a bull, eat like a pig, or act like a jackass, according to climatic conditions. He is a piece of skin stretched over an appetite. A noise covered with smudges.

He is called a tornado because he comes at the most unexpected places, and leaves everything a wreck behind him. He is a growing animal of superlative promise to be fed, watered, and kept warm, a joy forever, a periodic nuisance, the problem of our times, the hope of a nation. Boys faithfully imitate their dads in spite of all efforts to teach them good manners. A boy, if not washed too often and kept in a cool, quiet place after each accident, will survive broken bones, horns, swimming holes, fights, and nine helpings of pie.

London - New York In Six Hours By Jet

Leaving London at noon and arriving at Idlewild airport after New Yorkers have had lunch is the prospect for fast Atlantic crossings when Britain's "Comet", the first jet air liner, gets into trans-ocean service four years hence.

James Dugan, describing the new deHavilland ship in a December Reader's Digest article, says the Comet cruises at 450 m.p.h., will make the London-New York run in six hours, at an altitude of eight miles. To passengers on the east-west trip, the sun will appear to stand almost still, as they will be travelling west nearly as fast as the earth is rolling east.

A Canadian counterpart, the Avro Canada Jetliner, will operate between major North American cities, the Digest article points out. The first Canadian-built Jetliner took off from Ontario's Malton airport a few days after the deHavilland and Comet's maiden flight in England. A V. Roe Canada is now building its second Jetliner with 95 per cent Canadian staff.

The Digest account, condensed from Saga, says England's Comet is about the size of the Constellation. Four jet engines are enclosed in the wings; between each pair is a housing for a Sprite rocket engine which can be used to accelerate take-offs. For 12 seconds the two Sprites can boost the plane's horsepower to 48,000 — nearly a quarter as much as the total horsepower of the huge passenger liner Queen Mary. Although about 200 m.p.h. faster than the nearest American competitor, the Comet will not be an extra-fare plane. In fact, its economy of operation may bring lower fares.

Twenty-five thousand blueprints went into the Comet's design before the plane was approved in theory. The deHavilland Company was so confident of the blueprints that it accepted government orders for 16 Comets and guaranteed a price before even a single prototype was built for testing.

Berchtesgarden Is Tourist Attraction

(From London Correspondence of The Ottawa Journal)

The Americans are doing a brisk business, running what remains of Berchtesgarden as a show place at 50 cents a visitor. Hitler had this mountain fastness built in 1933, when he obtained full control of Germany, and provided new homes for all the farmers, householders, and innkeepers whom to ensure complete isolation, he had evicted from all surrounding territory within some miles.

Its one-in-three gradient of concrete roads is too much for many motor vehicles. Thousands of men were employed as the war progressed, turning the "Eagle's Nest" into a last-lap fortress, but American paratroopers took it without a fight. Souvenir hunters have done more damage to Hitler's historic retreat than all the bombing. Bits of tiles—and the door handles—from Eva Braun's bathroom now repose in front parlors all over the world.

Berchtesgarden is magnificently placed in awe-inspiring pine-clad mountain scenery. But it has one big drawback. Periodically comes the Fohn, the scorching wind from the Sahara which has the most depressing effects on the human nervous system. When it prevails headaches are epidemic, suicides increase, and some surgeons refuse to conduct serious operations. It has even been suggested that the Fohn may have explained some of the Fuehrer's brain storms.

In the current number of that admirable publication "Soldier", is a remarkable photograph. It shows Berchtesgarden in its untouched pre-war splendor, and on the steps leading to the residence are Viscount Halifax, Baron von Neurath and Hitler himself, none of them looking in the least preconscious of impending tragic destiny. This was taken in 1937. It is baffling how a man with such essentially commonplace physiognomy as Adolph Schickelgruber achieved such historic prominence.

FLOREAT BRITANNIA

St. Margaret's Bay, near Dover, England, is to contribute to the Festival of Britain 1951 by planting a symbol of Britannia 100 feet long and 70 feet broad in red, white and blue flowers, on the hills which slope down to the English Channel. This floral symbol will greet overseas visitors who arrive by sea or air.

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