

Board briefs

Halton Board of Education Thursday evening reached an agreement with their part-time employees which will give them a 35 cent an hour increase bringing them up to \$6.95, effective February 23, 1984. Effective February 23, 1985, employees will be paid \$7.25 an hour, a 30 cent raise.

These employees are members of CUPE Local 1011, Part-Time.

The newly established Property Committee has been empowered to act as the Board's agent for the purposes of negotiating and through the Board's authorized signator, accept, amend or reject all offers to purchase, sell or lease Board property.

Board trustees accepted a recommendation by the chairman of the property committee for the authorizations

Federation of Agriculture

Prepares for landfill

The Halton Region Federation of Agriculture will approach the complex issue of Regional and Provincial landfill sites by assigning each federation director to one of the committees formed to assess and formulate a position on each of the landfill proposals.

The two sets of landfill sites within Halton have a strong impact on agriculture. In a preliminary investigation of the proposed landfill sites made at the March 22 directors' meeting, virtually every proposed site was on property either rented, owned or immediately adjacent property rented or owned by a director of the federation. The directors of the federation recognize the necessity of the landfill sites and also accept that no matter what happens there will be individuals affected.

"Our concern", according to Federation Press Secretary Bruce Wood, "is not based on the problems of individual directors, but is based on the need to ensure that the right site is selected." "The issue now will be to minimize the potential impacts of a landfill site on those within the farming community that will be adjacent any given site."

With regard to the OWMC proposals, the Halton Region Federation is not in agreement with their method of assessing agricultural land. The OWMC has automatically designated any land owned by the government as having no agricultural impact or potential. The federation contends this totally disregards the fact that a great deal of the land owned by the government is and has been leased to cash crop, dairy and hog farmers for many years.

The Provincial government is one of the single largest owners of agricultural land within the Region. To simply base the agricultural potential of land on the fact that it is owned by the government is unacceptable. In addition the renewal of leases on provincially owned farms appears to have been delayed by the Ministry of Government Services which as requested rent increases of from 70 to 120 per cent.

Chairman of the Federation subcommittee dealing with the Regional site proposals is Dave Taylor. Vice Chairman is Bruce Wood. Chairman of the subcommittee to deal with the OWMC proposals is Tom Foster. Vice Chairman is Peter Lambrick.



NOTICE THE TOWN OF HALTON HILLS

1984 BICYCLE LICENCES Fee: \$2.00

Every resident of the Town of Halton Hills owning a bicycle shall obtain a license before using such bicycle or allowing it to be used upon any highway in the Town of Halton Hills.

A license may be obtained by applying to the Municipal Offices of the Town of Halton Hills, located at 38 Main Street South, Georgetown, and 40 Mill Street East, Acton, Monday-Friday 8:30 a.m.-4:30 p.m. and also at North Halton Sports, 71 Main Street South, Georgetown, during store hours.

A Bicycle License obtained effective 1980 is valid to the person to whom it is issued and is not transferrable, and further no license is required in subsequent years unless there is a change of ownership.

When applying for your Bicycle License we require the make of the Bicycle, the manufacturer's serial number and your name and address.

G.F. Usher, A.M.C.T.
Deputy Treasurer.

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Chrysler deflates the myth of superior import quality.

Myths have a way of confusing fact with fiction.

Take the myth of superior quality some people associate with an import car. Fact is, for 1983 calendar year the imports had over 3 times the percentage of recalls of North American car makers. More import cars were recalled for safety related reasons than were actually sold in North America in 1983.*

Is import quality all it's cracked up to be? A recall record 3 times higher than domestic car makers says it isn't.

Another fact. Of all North American manufacturers, Chrysler had the lowest percentage of recalls of '82's and '83's.**

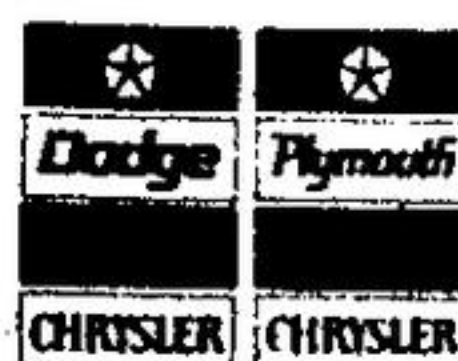
Ask yourself this: if all manufacturers believed in the quality of their cars, why don't they back them the way Chrysler does? Nobody else gives you protection for five years or 80,000 km on the engine and powertrain. Against outer panel rust through. Not the imports, not the domestics.

You can go with a myth. Or Chrysler, the best built, best backed North American cars.

*Import recalls in 1983 calendar year based on data issued by Transport Canada and NHTSA in the U.S. Import recalls exceeded sales by 25.4%
**Based on percent of recalls for 1982 and 1983 model years for cars designed and built in North America

CHRYSLER	
QUALITY BACKED FOR 5 YEARS OR 80,000 km ON THE ENGINE AND POWERTRAIN AND AGAINST OUTER PANEL RUST THROUGH.	
GM/FORD	IMPORTS
2 YEARS OR 40,000 km PROTECTION ON THE ENGINE AND POWERTRAIN	2 YEARS OR 40,000 km PROTECTION ON THE ENGINE AND POWERTRAIN
<small>*Lifetime Continental protects for 3 years</small>	<small>*Acad protects for 3 years **VW protects against rust perforation for 5 years</small>

PLAY IT SAFE BUCKLE UP



BEST BUILT, BEST BACKED NORTH AMERICAN CARS