



— Adams Photography

IT'S GREAT TO GET TOGETHER

This is the kind of scene that was repeated in many Georgetown and district homes during the holiday seasons as families assembled to spend some memorable hours together. This particular reunion was at the home of Mr. and Mrs. Bill Bingham Sr., 23 Hewson Cresc. Flanking Mr. Bingham (centre) in the back row are sons Bill Jr. of Georgetown, Ron of Cochrane, son-in-law Bud Gibbs of Georgetown, son Bob of Selkirk, Manitoba and son-in-law Bob Hillier of Georgetown. Seated in front of their husbands are (from left) Marj Bingham, Molly Bingham, Anne Bingham, Ada Gibbs, Karen Bingham and Marg Hillier. The grandchildren (from left) are Joanne and Bobby Bingham, Tim Bingham, Tina and Glen Gibbs, Billy Bingham, David Hillier, Mark Bingham, and on their moms' knees, Shannon Bingham and Diane Hillier.

IN THE MAIL BAG

Says Dragstrip Dubious Money-maker for Township

22 Rexway Drive
Dear Sir:
I hope you will allow me sufficient space in your publication to present to your readers some of our objections to a drag strip.

The stringent rules, regulations, the qualifications required of the participants and the skills shown in engineering have little if any bearing whatever on the objection to the establishment of a drag strip. It is of course, in the interests of the operators to maintain as well organized an operation as possible within their jurisdiction or control.

The objections are based much more on those resulting conditions over which the operators have no control and for which they would avoid responsibility. These are the problems and disadvantages presented to the residents in the area, the community, and the township as a whole, where a drag strip is located. For those in doubt I would suggest they ask the councils of other municipalities why they have refused permission for a development of this kind in their areas.

The promoters of the drag strip on lot 29 concession 6 in Esquew Township are by now well aware, if not before, that had they proceeded in the normal way of laying their plans before the council and the community, they would have had little chance of gaining permission for their project. Now, why in the name of any measure of common sense can this be allowed when any development designed to offer normal living accommodation must first present their plans to the proper authorities. My information indicates that this drag strip is a commercial operation designed to make money for the operator and quite apparently without regard for the disadvantages it brings to the community.

The subject of increased tax revenue has been offered as a factor in support of the drag strip. A drag strip can be operated with the minimum of taxable structures and usually is. In reply to one of my enquiries a councillor of another municipality remarks "And what can you tax? A garage and a tower, the rest is just land, taxed at a slightly higher rate than farm land."

I would add washroom facilities.
I would like the reader to compare that with possibility of tax loss or expenditures. The present roads are inadequate for a regular attendance of 1,800 to 2,000 spectators let alone the 10,000 suggested for the larger race meet. Who pays for the road improvement and the maintenance? For the additional police for traffic control and police patrol? The latter is a normal need under the circumstance.

I submit that 1,800 to 2,000 spectators will not provide a satisfactory return to the investor, and that it would be

quite normal for the operators to promote larger attendances. Once allowed to operate, it appears that no authority can prevent this operation from drawing crowds of 10,000 or more each and every meet should the management decide it is profitable. How much do YOU think the municipality is going to gain from this increase of traffic? In the near future property is to be estimated on market value, which is nothing more or less than safe value. I further submit that there would be sufficient loss of safe value, consequently tax revenue from just the immediate vicinity alone to compensate for any increased revenue from the drag strip.

It has been stated by better authority than I that the internal combustion engine is the greatest offender in air pollution. Without question these race engines are tuned to very high efficiency, however any automotive engineer will admit that excessive acceleration does not burn fuel efficiently and it is the unburned fuel that causes pollution.

Drag strip racing is just that a test of maximum acceleration and does that special high test fuel sink, not to mention the smell of burning rubber.
The subject of noise was well covered by Mr. Peter Snider's remarks, however I would like to add my additional comments. To obtain maximum power from an internal combustion engine, the very principle of its operation requires that noise would be increased. Further these vehicles that are referred to as streetable cars do have complete exhaust systems but what has not been admitted is, how many of them also have mechanisms that allow the muffler system to be by-passed. It is given as an estimate that these streetable cars take up about half of the competition. The other half then must be the real noisy ones. My qualifications are immaterial, I would like to be credited with enough plain common sense to reject the suggestion that this drag strip operation is not a noisy one and I venture to express my opinion that many who now believe they are beyond the range of this nuisance will find otherwise if this drag strip is allowed to continue.

Something constructive to do in reference to juvenile delinquents was mentioned in the same paragraph that describes drag strip racing as a highly skilled professional sport. I'll grant all the credits anyone wishes to give to the qualified participant, it is immaterial to the main objections. I doubt very much that the operators or the participants would care to have the delinquents among them. With very good reason, the objectors are of the opinion that this development will incite more unqualified drag racing in the area as well as attract a larger number of delinquents' from well beyond our area.

I have encountered a number of supporters of the drag strip

who have nothing at stake. Maybe we could arrange for the drag strip to be relocated on Weber Drive or Charles Street.
— Yours truly,
E. L. Taylor

GLEN WILLIAMS

REAL SLEIGH RIDE IS WINTER DAY FEATURE

Sunday was an ideal winter's day for the congregation of the Glen United Church along with Norval and Home churches to spend the day at Cedar Glen Training Centre at Bolton. Worship service in the lodge at 11:30 a.m. started the day, followed by buffet lunch. Then skiing, skating, snowmobiling, or just hiking around the lovely grounds. Rather than walking many took advantage of a real sleigh ride on one of the three sleighs drawn by lovely teams of horses. In the absence of Rev. Ridley, Rev. F. Carey of the Home Mission Board, Toronto, took the worship service.

Rev. and Mrs. Ridley had flown to New Brunswick to attend the funeral of his uncle who had died suddenly on New Year's day. We extend sincere sympathy to them.

Mr. and Mrs. Gerry Anderson of Regina, Sask., spent the holidays with her parents, Mr. and Mrs. Roy Puckering, Prince St.

Mr. and Mrs. Ron McGowan spent the week-end snowmobiling at Ardsberg near Parry Sound. Gary McGowan spent the holiday week there also at their cottage.

Karen and Kathy Klassen of Beaconsfield, Quebec, spent the holiday week with Mr. and Mrs. J. Hunter.

We extend congratulations and best wishes to Mr. and Mrs. W. Everson, Confederation St., who celebrated their thirty-fourth wedding anniversary, Saturday, January 3rd.

We send get well wishes to Mrs. Dave Stamp, Prince St., who has been in bed about 3 weeks. Her daughter, Mrs. Norah Hill of Toronto was with her over the holidays and her granddaughter, Mrs. Don Cooper of Toronto also visited her.

Mr. and Mrs. Lee Longstreet and family of Erin visited with her parents, Mr. and Mrs. McGowan and family at Christmas.

Dan Wagstaffe flew back to Saskatoon last Sunday after spending two weeks with his parents, Mr. and Mrs. John Wagstaffe.
— Mrs. C. Barth

Mrs. J. Eason attended the December wedding of her granddaughter, Judith Clark of Stayner and Alfred McDonald at Boston Presbyterian Church.

Her many friends are glad to know Mrs. Mabel Cain is able to be out of hospital and is with her daughter, Bernice — Mr. and Mrs. Earl Emond of Beaver Street.

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MACHINE SHOP — PARTS — SERVICE

Holiday Visitors Here and There

A family reunion was celebrated Christmas day at the Richard Anderson's 98 Weber Dr. Her mother Mrs. Mary Sanderson, sister and husband the Wally Holmes and sister and husband the G. Brownings Amanda and David all from Willowdale, sister and husband

Mr. and Mrs. J. Mates, Bill Ron and Diane of Downsview and sister and husband Mr. and Mrs. D. Graham, Debbie, Jimmy, Laura and Peter of Toronto attended.

Mr. and Mrs. James Anderson 3 Academy Rd., and their children Judy and Linda travelled to Northboro, Mass. to be with her parents Mr. and Mrs. Frank Ward for the Christmas holiday season.

On Christmas Day, Mr. and Mrs. Jim Hyatt, 12, Margaret Street were guests in Burlington of Mrs. Pearce and her sister Miss Ruby Humphreys. It was a family reunion and for the New Year's holidays Mr. and Mrs. Hyatt had guests. They were Mr. and Mrs. Charles Hyatt from Brantford and Mr. and Mrs. V. Wallingford from Montreal.

On Christmas Day, Mr. and Mrs. Roger Hilts, 20 Mary St.,

and their son Rojohn, visited his mother and stepfather Mr. and Mrs. John Barton, Orangeville. For the Christmas Day celebrations they visited her parents, Mr. and Mrs. John Byrne, Orillia, and on Boxing Day they went to Toronto to visit his father and stepmother, Mr. and Mrs. Fred Hills.

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You save on tax. You can get your money out too. And it's not dead. It grows.

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This has led some to call the plan a tax shelter.

One fellow we know paid into it for five years, watched it grow, then took the bundle out and used it to replace normal income while he lazed in Majorca for six months.

If you care to, you can leave it in till you retire for good.

Either way it's an excellent plan for you. It's especially valuable because we don't have a lot of salesmen out making calls, therefore you don't have to pay high sales commissions.

All you have to do is call us. But don't put it off.

The deadline is the end of February. You can't declare any contributions for 1969 after this date.

Do it now. Fight fire with fire. Use the rules.

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