

Georgetown Man Consolation Winner in Hawaiian Contest

Georgetown didn't have a winner in the Hawaiian Holiday contest.

But William Chopp, 47 Stevens Crescent, is richer by \$50, as a consolation winner. Mr. Chopp's coupon was drawn from the thousands deposited by shoppers in the 16 local retail outlets involved in the 26 week contest.

His coupon went to Toronto for a grand draw made on Tuesday, January 26, by W. R. (Rod) Worrall vice president of sales, Funseekers International at their office at 94 Cumberland St.

Of whom won a 15 day trip for Mrs. W. J. Hughes, 233 5th Ave. two to Hawaii are — Mrs. Hanover, Mrs. A. Forget, 18 Rosbury, 267 Barkie St., Mrs. E. Penetang, C. N. Rea, 1236 Daly St. Cornwall; Walter Dal Bertrand, 6 Hudson Ct., Ryan 24 Christopher Dr. Galt; Peterborough; Ted Williamson, Karen Topa R. R. 1 Wainfleet; Lawrence Dr., Trenton; Norm and Mrs. W. A. Stephens R.R. 3 Collingwood.

Besides Mr. Chopp who gets \$50 in certificates good at any of the 16 Georgetown stores, consolation winners were —

CONSOLATION

Rod Farrell, R.R. 1, Welland; J. Stewart, White River; Garry Hattie, 122 North St. W., Grillia J. Stupendick, 1118 Home Ave. Thunder Bay; R. Fortier, 458 Pembroke St. E., Pembroke.

Besides Mr. Chopp's win, 52 Georgetown shoppers received \$5 merchandise certificates during the weeks the contest ran in the Herald.



Georgetown Herald advertising manager Frank Mullin, left, presents local Hawaiian Holiday consolation winner, William Chopp, with vouchers worth \$50.

Delay Farm Tax Rebates Until Appeals Decided

About 100 Halton County farmers will not receive their farm tax rebate until a decision is handed down on their assessment appeals.

Those who have not appealed will receive their rebate cheques by the end of the first week in February, says Mark Treason, director of the subsidies branch of the department of municipal affairs.

TOO HIGH

"The 1970 assessment for farms is based on the current market value.

Many farmers feel this value is too high.

The rebate will return 25 percent of property tax assessment to all working farmers.

This is to cover the education tax which many threatened to hold back until something was done about the high assessment.

BAND TOGETHER

Halton and Peel farmers as well as other farmers living in the urban shadows of Toronto, banded together last year to fight high assessment which was forcing them to pay the heavy education taxes.

Leading them is the Mayfield Group from Peel County which has won an appeal on the farm of Cyril Clark. His assessment was lowered from \$400 to \$200 an acre.

Appeals still standing will be fought using Clark's case as a precedent.

Press for Gymnasium, Library Addition to Holy Cross School

Following a request by a delegation of Georgetown ratepayers, the Halton RC board decided last week, it will again ask the Ontario Department of Education to provide funds for an addition to Holy Cross School.

Last year the board submitted plans for a gymnasium and library addition to Holy Cross at the same time, it submitted plans for the new St. Francis of Assisi school in Georgetown.

MAY BE LATE

The new school plans were approved, but after delaying a decision for most of the year, the department said no to the Holy Cross addition.

The delegation also asked if the new school will be open by September, John Visser, chairman of the property committee said: "It's going to be tight. We will certainly try for September."

SMILE

A bachelor is the fellow who not only has bad habits, but is free to enjoy them.

PUBLIC ANNOUNCEMENT

— BY —

The Credit Valley Conservation Authority

The Credit Valley Conservation Authority wishes to announce to the public its reasons for banning Snowmobiling in Conservation Areas. Conservation aims and practices are not compatible with Snowmobiling for the following reasons:

1. Conservation of wild life. The noise of Snowmobiles and their operators frighten wild life from their normal habitats, and to permit this practice would be in direct opposition to our plans to establish wild life sanctuaries.
2. Conservation of forests. Snowmobiles damage young trees and shrubs and other vegetation. Some species of vegetation are peculiar to Conservation Areas and should be protected from damage.
3. Noise and air pollution. There is no question that Snowmobiles contribute to both noise and air pollution.

Conservation Areas have been acquired for peaceful and quiet enjoyment by the public who wish to get away from the noise and rush of present day living and it is the intention of the Credit Valley Conservation Authority to maintain this policy in the Areas under its jurisdiction.

Supports Columnist's View Snowmobiles Not Dangerous

48 Shelley Street, have never been any closer to the scene than they could safely get in toe-rubbers.

THE GEORGETOWN HERALD
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PAGE 3

Dear Sir:

I have been reading many articles recently about the sport of snowmobiling. About 90% of these articles are written about the hazards and the unpleasant aspects of the sport.

No one bothers to write about the many uses and invigorating fun that can be had by the sensible operation of these machines.

The majority of snowmobile owners don't write letters to the editor to provide their point of view but a recent article written by the Telegram's sports editor Scott Young sums up the feelings of the many silent snowmobilers.

I would appreciate it if the Herald would print this interesting article.

Yours truly,
John MacLean

Okay, stone me, cut me dead, write sermons about me, get all worked up in letters to the editor — but I own a snowmobile and have since December of 1967.

In a way, it is nice that snowmobiles came along just when they did. It has given us a chance to exercise our national propensity for acting like a lady in hoop skirts who has just seen a mouse. We haven't had such a bash of hysteria since the last visit of the late Charles de Gaulle. Or I guess I'd better make that the last KNOWN visit because who knows what Big Charlie is up to these days, when he can travel without being invited.

It reminds me of the week between Christmas and New Year's when the front pages in our part of the country carried daily stories on the snowmobile menace and proposed remedies. After a steady diet of this, I became addicted. So on the second weekend in January I could hardly wait to grab the paper on Monday and look for the snowmobile story. I'm still looking. I'm told it was there, but the story was so small I couldn't find it.

Turned out it had been a very quiet weekend, snowmobilewise. Two accidents or something.

"Why didn't you have a big front page headline on that?" I asked an editor. "Like a headline: ONLY TWO SNOWMOBILE ACCIDENTS ON WEEK-END."

He just laughed and went away.

STOP THOSE COMMERCIALS

I suppose I should make it clear that I am in favour of sensible regulations. If I had my way, for instance, I would demand that the Skidoo commercials showing women with long hair streaming out behind them (which means no helmet) should be ordered off the air, and any like them.

The new Federal legislation on mufflers, reflectors, hand-grips, braking capability, etc. are good. It just happens, however that my four year old Snow Cruiser has most of those things. The muffler idea is real good and while they're at it, I'd like to see the same law applied to power lawn mowers and chain saws and self-appointed snowmobile experts who

As to scaring wildlife, I simply don't think that is serious. There is a lot of hand-writing about deer being stampeded by the noise. I doubt it.

Ducks and geese which nest by railroad tracks don't even look up when a train goes by.

High-strung thoroughbreds at racetracks close to airports (Hialeah near Miami and Woodbine near Toronto) don't even look up when a big jet goes by a few hundred yards overhead.

Lying things almost always adjust to environmental changes, or they would be gone long before now.

Of course, I recognize that a lot of the loudest voices in the anti-snowmobile crusade are people whose hobby is expounding causes. A lot of them remind me of a spinster I once knew who, by her own confession, had never been to bed with anybody — but who wrote letters to the editor warning mankind against mating and marriage between white people and others, on the grounds that pure racial strains eventually disappear. I guess it was the only way she could participate.

CUT DOWN POLLUTION

The pollution aspect in snowmobiling should be cut down where possible (as in boating and automobiling and flying). But one should remember that cattle, for instance, will do more harm to a woodlot in one summer than a herd of snowmobiles will in one winter. As in all matters of human enjoyment, a body of law is required; but it should regulate, not ban.

Many snowmobiling excesses occur because there are not enough places for snowmobiles to go, yet most of this big land lies empty in winter. There are hundreds of thousands of acres of abandoned farms that could be bought up cheaply by governments, or leased by the winter, for snowmobiling. This is legitimate function of parks departments of governments. Why not lease or buy empty land, move in picnic tables, outdoor barbecues, etc., and charge a modest daily fee? This would help to encourage as well as regulate the family fun that is the basic lure to most people with snowmobiles.

The manufacturers have some thing to answer for, too. The first machines were really built for power lawn mowers for deep snow. The new ones and chain saws and self-appointed snowmobile experts who

most dangerous. My old wide track will forge across snowfields and up hills, under heavy loads, where many 1971 models simply cannot go without bogging down.

One night when I was badly stuck in a snowstorm, I walked a couple of miles to get my snowmobile and then ferried my family to safety. Otherwise, I'm not entirely sure we would have got out at all.

Civil Marriages Doubled

An upswing in the popularity of civil marriage seems to be borne out by the fact Judge Kenneth M. Langdon performed over twice as many marriages in 1970 as he did in 1969.

The marriages, all took place in the Provincial Court, Juvenile and Family Division, office on Main St. South. During 1969 marriages totalled 80, but in 1970 the number more than doubled to 167.

Many of the couples were of different faiths, while many were older people wanting a quiet wedding.

The 167 couples who were married in these ceremonies did not all get their licenses locally, since the two municipalities of Georgetown and Esquesing only issued 108 licences between them last year.

ISSUE 89 MARRIAGE LICENCES

The number of licenses issued in Esquesing dropped from 54 in 1969 to 19 in 1970. Marriage did not suddenly go out of style, however. For a few months in 1969, Georgetown was sending people to Esquesing for licenses, until Mrs. Judy Shrubsole had the authority to issue them.

In Georgetown, the number of licenses issued was 76 in 1969, and 89 in 1970.

TOWN OF GEORGETOWN

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