

LETTERS TO THE EDITOR

Complex should be 'simplex'

To the editor of The Herald:
I read with interest your item on the narrow vote regarding the proposed Municipal Complex. To start with, this is a frightening word to use. Simplex would have been a more reassuring word to use.
It should be brought to the attention of the fellows who will pay for it - the taxpayers, that the cost to them will not be \$600,000.00 but instead a much higher figure:
Let us look at it:
Funds to be raised by debenture issue \$ 600,000.00
Interest to be collected from taxpayers in 1st ten years (if 10 percent) 600,000.00
In 2nd ten years (if 10 percent) 600,000.00
Cash from sale of our asset 300,000.00
Now we add it up \$2,100,000.00
Thus the cost to the taxpayer if \$2,100,000.00.

The federal government is going deliberately into debt this year to the extent of 7,000 million dollars.

The provincial government is deliberately going into debt this year to the extent of (I understand) 2,000 million \$'s.

The question is do we have to follow their lead. This is obviously not a matter of party politics because the federal Liberals are being very liberal in spending our present and future taxes. While the Provincial Conservatives are being conservative only in avoiding common sense economics.

I think that it would be nice if Councillors Hyde, Howitt, Duby, Hurst, McKenzie and Sykes would take the trouble to publish, for the taxpayers to see, an outline of the economics that will result from efficiencies made possibly by this expenditure of \$2,100,000.00.

Doubtless they have something to demonstrate to the taxpayers that is consistent with sound administration.
Can we hear from them?

Yours truly,
JPS Mills,
327 Maple Ave.,
Georgetown.

Owned Fords, but no rust: reader

To the editor of The Herald:
Here is a little something you should consider for publication in regards to the "Rusty Ford" dispute. Since 1966, all that my family has

Cycling caption incorrect

owned have been Fords. I personally have owned three and I would never buy anything else. In my opinion they have the best drive trains, body styles and stand up to wear and tear as good or better than the others. I think that the issue is just a fad. If the complainers would open their eyes a little more, they would see that the number of rusted out G.M.'s and Chev's far outnumber the Fords, especially in the compact (Vega, Astra, as compared to the Pinto). I have owned a 1969 Mustang, a car supposedly know for rust, and I had no problems at all. I now own a 1972 L.T.D. which I consider to be immaculate. Too many people complain about spending a lot of money on a car, and after they don't take care of it as they should, they wonder why it falls apart. There are a few bad apples in every bunch, including the best Ford.

Kevin J. Scanlan
16 Eleanor Cres.,
Georgetown

Robert Maille,
56 Ann St.,
Georgetown



Cyclists must ride with the traffic

Several telephone calls and one letter pointed out an error in The Herald's bicycle safety photo feature last week.

One word omitted from a caption changed entirely the intent of the picture. The picture, reproduced above, shows the proper way to ride a bicycle in traffic: with the traffic. The caption should have

read: "Bicyclists, like motorists, must NOT drive on the left side of the road."

Another reader pointed out a possible inconsistency in the photo when he remarked during a telephone conversation that the photo seems to represent the left side of the roadway. Unfortunately, the photo does give that impression.

The photo was taken on Main Street where there is a double white line down the centre of the roadway and traffic signs posted on the light standards erected there.

Certainly it was not the intent of the newspaper to confuse young bicycle riders since police and all safety authorities prescribe to them riding on the right side of the road principle.

Slater-Picard double ring wedding solemnized at Holy Cross Church

Holy Cross Church was decorated with red roses, white carnations and baby's breath July 24 for the wedding of Kathy Ann Picard of Terra Cotta to Grant Arthur Slater of Salem, Ontario.

Father Pierre Woods solemnized the double-ring ceremony. Solist Cindy Stafford of Georgetown sang Amazing Grace, the Wedding Song, To Love Someone, We've only Just Begun and Day by Day. Organist Larry Thompson accompanied her.

Contracts awarded

OTTAWA—Two federal contracts worth \$38,764 have been awarded to Varian Associates Ltd. of Georgetown to provide the defence department with electron tubes, the department of supply and services announced Monday.

They were among 246 unclassified contracts worth \$10,000 or more that were awarded by the department to Canadian companies during the week ended July 16. Total value of the contracts amounted to \$10,412,286.

by her father, looked beautiful in a floor-length white lace gown trimmed with sequins. She wore a long, flowing veil and carried a bouquet of deep red roses.

The groom's white tuxedo was adorned with three red roses. Matron of honour Jeannette Picard, sister-of-the-bride, wore a yellow gown with a white hat and accessories, matching her bouquet of yellow roses, white carnations and baby's breath.

Bridesmaids were Michelle Micallef, girlfriend of the bride, Judy Slater, sister of the groom, and Darlene Rae, girlfriend of the bride. All wore pink gowns with white hats and accessories, and carried pink roses white carnations and baby's breath. A niece of the groom, also dressed in pink, served as flowergirl.

Terry Layton of Georgetown, wearing a black and white tuxedo with a yellow flower, was best man.

Ushers Fred Armstrong, friend of the groom, Gord Bilton, cousin of the groom and Bernie Picard, brother of the bride, all wore black and white tuxedos with pink flowers. Holy Cross auditorium was the scene of the wedding reception.

Mothers of the newlyweds received 320 guests. Mother-of-the-bride Gloria Picard wore a light beige chiffon gown adorned with an orchid and gold accessories.

Mother-of-the-groom Shirley Slater had yellow roses pinned to her orange ice-coloured gown and carried white accessories.

Special guests included grandmother of the bride Frances Carter, of Toronto, grandmother of the groom Florence Slater of Fergus, godmother of the bride Cathy Hoarsma of Georgetown, and other friends and relatives from Montreal, Guelph, Salem, Weston, Georgetown and the United States.

Mr. Marcel Lacourriere did the honors as master of ceremonies at the reception. En route to Niagara Falls for a honeymoon, the bride wore a white linen suit, a bronze lined orchid corsage, and carried brown accessories. The groom changed into a baby blue suit garnished with a white carnation.

The newlyweds live in Glen Williams. The bride works at Standard Products in Georgetown while the groom is employed with Picard Aluminum in Terra Cotta.

Rezoning ok, NEC must approve

Planning board last week endorsed an application for rezoning 24 acres of land on Highway 7 from rural to commercial contingent on approval and regulations by the Niagara Escarpment Commission.

Lumberland, a building supply company at Malton, is seeking permission to build a 20,000 square foot facility on an L-shaped lot on the west side of Highway 7 north of the Limehouse Road.

Council ponders cash for park

Rather than take a 16.5 acre park in a subdivision of estate homes, where lots are valued at \$30,000, planning board Tuesday decided it wanted cash-in-lieu but how much cash it wasn't yet ready to say.

Developer Murray Gruson of Lysean Investments told the planning board that recommendations of the recreation and the engineering departments say no park is wanted.

The recreation department felt one acre lots provided enough space for the residents and the engineering department did not want to maintain the park, he said.

Gruson suggested to the board two formulas for determining the amount of cash he would pay the town.

The formula based on a total of 54 lots—the 16.5 acres would make four lots—"valued at \$30,000 each by me," Gruson said, would give the town \$72,900. The other formula, based on the 16.5 acre parcel, would yield "somewhere between \$75,000 to \$100,000," Gruson said.

Coun. Ric Morrow said few municipalities accept the minimum formula, "especially in estate housing." The minimum is accepted only on low cost, multiple dwellings, he said.

Morrow suggested a figure of \$300,000 would be more reasonable.

The planning board supported Morrow's motion that four more lots be approved in principle subject to agreement of an acceptable formula.

The subdivision is on the site of the defunct Toronto International Dragstrip near Highway 7 between the Fifth and Sixth Lines.

Three residents of the area had voiced concern over the proposal which has brought before planning board about one month ago.

Walter Sopinka, acting for owner Gus Cavallo said the area is generally a commercial use now since there is a wrecking yard immediately south of the property and a farm implement supply dealer and a car dealer on the opposite side of the highway.

He said "traffic is heavy already" on Highway 7 which is a connecting artery for the community and "I don't think they (the residents) will notice any change in condition." He said any change in traffic volume will be negligible.

The application for rezoning has also been sent to the Niagara Escarpment Commission for approval. Mr. Sopinka said.

Council approved the proposal, following a slide presentation, and subject to any regulation the NEC may see fit to apply to the project.

Mr. Sopinka described the highway location as a "general area which gives the impression of being a planner's nightmare."

Storage of woods and materials will be indoors with shipping and receiving areas located away from the frontal view of the highway and the three residences which will be immediately in front of the building.

Berms and top soil will be used to fill the low lying areas of the lot. Landscaping with low impact signs at the entrance from the highway and

on top of the building roof will be out of the direct view of local residents. "We have no control in changing the zoning," town planner Mario Venditti said. The NEC has complete control over the area.

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