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

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

\$ 600,000.00 Interest to be collected from taxpayers in 1st ten years (if 10 percent) in 2nd ten years (if 10 percent) 600,000,00. Cash from sale of our assett 300,000.00 Now we add it up 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 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

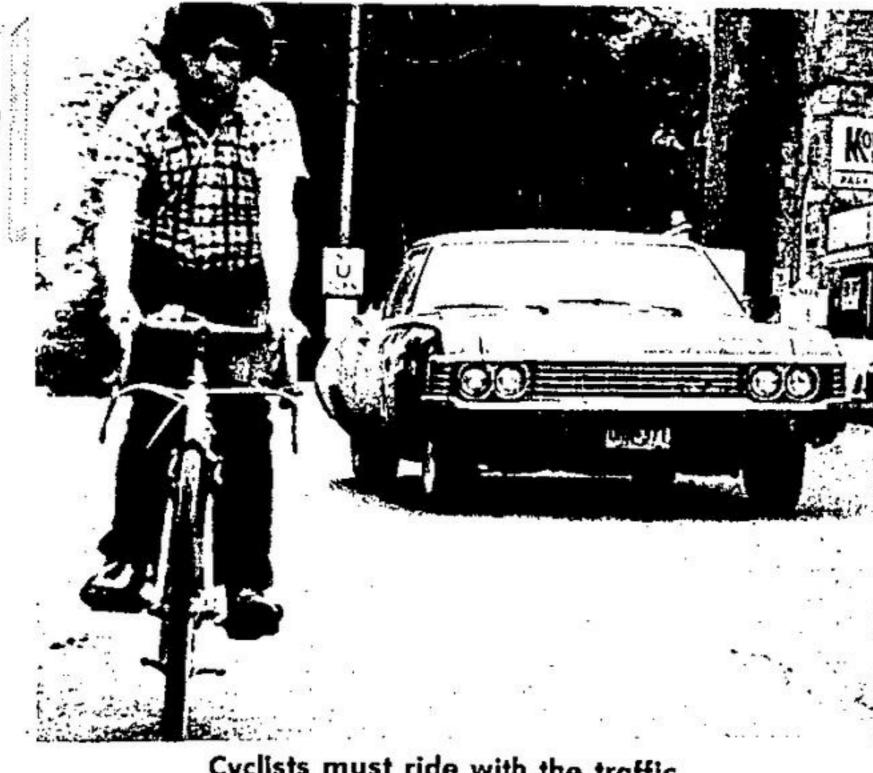
Cycling caption incorrect

To the editor of The Herald: In reading your paper this afternoon I came across a mistake. On page 7 you show a series of Common Mistakes Bicycle riders do featuring Tim Fields and Rick Knight. In frame one you say that you should cycle on the left side of the road like cars, trucks, etc. This is wrong. You should cycle on the right side of the road like cars, trucks, etc. Only in England would you ride on the left. Signed yours for safe

> Kevin J. Scanlan 16 Eleanor Cres., Georgetown

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 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 compacts (Vega, Astre, 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 complan 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

> Robert Maile, 56 Ann St., Georgetown



Cyclists must ride with the traffic

Several telephone calls and read: "Bicyclists, Ilke one letter pointed out an error motorists, must NOT drive on in The Herald's bicycle safety the left side of the road," photofeature last week.

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

photo when he remarked during a telephone conversation that the photo seems photo does give that im-

The caption should have pression.

Street where there is a double white line down the centre of the roadway and traffic signs Another reader pointed out a posted on the light standards possible inconsistancy in the erected there.

to represent the left side of the since police and all safety then riding on the right side of

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 Solem. Ontario.

Father Pierre Woods solemnized the double-ring Sololst 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. The birde, given in marriage

Contracts awarded

OTTAWA-Two [ederal 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

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 seculns. She wore a long, flowing veil' and carried a bouquet of deep

red roses.

The groom's white tuxedo was adorned with three red 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 babys breath. Bridesmaids were Michelle Florence Slater of Fergus, Micaleff, 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 neice of the groom, also dressed in pink, served as

Layton Georgetown, wearing a black and white tuxedo with a yellow Nower, was best man Uhsers Fred Armstrong. friend of the groom, Gord Bilton, cousin of the groom and Bernie Picard, brother of the

tride, all wore black and white tuxedos with pink flowers. Holy Cross auditorium was Mothers of the newlyweds

received 320 guests. Mother-of-the-bride Gloria Picard wore a light beige chiffon gown adorned with an erchid and gold accessories. Mother-of-the-groom Shirley

Slater had yellow roses pinned to her orange ice-coloured gown and carried white ac-Special guests included

grandmother of the bride Frances Carter, of Toronto. grandmother of the groom 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 Lacaursiere 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 tinted orchid corsage, and carried brown accessories. The groom changed into a buby 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 had voiced concern over the rezoning 24 acres of land on Highway 7 from rural to commercial contingent on approval and regulations by the Niagara Escarpment Commission.

one month ago.

area is generally a com-

and a car dealer on the op-

He said "traffic is heavy

already" on Highway 7 which

Lumberland, a bullding supply company at Malton, is a wrecking yard Immediately seeking permission to build a south of the property and a 20,000 square foot facility on an farm implement supply dealer L-shaped lot on the west side of Highway 7 north of the

posite side of the highway. Limehouse Road. Council is a connecting artery for the community and "I don't think they (the residents) will notice ponders cash tor park

Rather than take a 16.5 acre park in a subdivision of estate homes, where lots are valued at \$30,000, planning board The photo was taken on Main 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 recom-

Certainly it was not the mendations of the recreation intent of the newspaper to and the engineering departconfuse young bleyele riders ments say no park is wanted. The recreation department roadway. Unofrtunately, the authorities prescribe to 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 sup-

ported 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 In-

ternational Dragstrlp near flighway 7 between the Fifth and Sixth Lines.

Three residents of the area mission for approval, Mr. Sopinka said. proposal which has brought

Council approved the proposal, following a slide before planning board about presentation, and subject to Walter Sopinka, acting for any regulation the NEC may owner Gus Cavallo said the see fit to apply to the project. Mr. Sopinka described the mercial use now since there is 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.

any change in condition." He said anychange in traffic Berms and top soll will be used to fill the low lying areas volume will be negligible. of the lot. Landscaping with The application for rezoning low impact signs at the enhas also been sent to the trance from the highway and Niagara Escarpment Com-

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 xas complete control

over the area.

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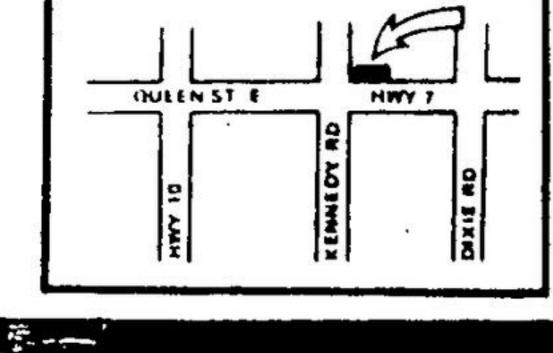
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