



LIONS CLUB EXECUTIVE

Georgetown Lions Club elected their executive for the coming year. They are front row from the left: Buzz Money Penny, 1st vice-president; Ed Hrechka, president; Dan Boyle, secretary; Al Martin, 2nd vice-president; Back row: Carl Hansen, director; Glenn Sproule, tall twister; Howard Murphy, past president; Ken Neely, director; and Earl Merrill, director.

Limehouse district news

By Mrs. A. W. BENTON
Herald correspondent

Congratulations to Mr. and Mrs. William Kara on the arrival of David Matthew, a little brother for Hobbie and Jeffrey on June 27.

A large crowd attended a retirement party for Mrs. Benton at Limehouse public school on June 27.

Recent principal Mr. Ron Beckett, as master of ceremonies, addressed Glenda praising her past accomplishments and expressed the hope that she would return to the profession.

She was given a beautiful crystal vase and a pendant watch and stick pins from the school and community.

She also received a lovely decorated cake in the shape of an open book. Twenty four of her students each presented her with a red rose for her vase.

Mrs. Benton in her address of thanks expressed her pleasure and continued interest in the school.

Mr. Beckett was then taken quite by surprise when on behalf of the community and school he was given a crystal sherry set.

Coffee and sweets were served at the close. The teachers at Limehouse entertained their mother volunteer helpers at a hot dish luncheon on Tuesday.

Mr. and Mrs. Rob Roughley of Edmonton and Miss Maimie Parrett of Vancouver have been visiting Mrs. Roughley and Miss Brigham.

We welcome Mr. and Mrs. Baulieu to the village. They purchased the former Norton home from Mr. and Mrs. Ronald Latimer, who have purchased from Mrs. Osburn.

Mr. and Mrs. Charles Sinclair of Welland visited his sister Mrs. A.C. Patterson and her husband recently.

Limehouse Women's Institute committee's first Canada Day celebration was a decided success, and all responsible deserve a big thank you. A parade from the school mid afternoon was led by members

of Georgetown Girls Pipe Band to Limehouse Memorial Hall.

Committee convener Mrs. Moulden introduced Dr. Philbrook, M.P., Julian Reed M.P., Mayor of Halton Hills Tom Hill and Councillors Russell Miller, C.F. Patterson and George Malby, each of whom gave a short speech.

Led by Mr. Julian Reed the crowd sang O Canada, Mr. Tom Hill presented each committee member with a scarf on behalf of Glen Williams village. The W.I. gave

each child a small flag.

Much interest was shown in the display of pictures old and new, school children's art and poetry, crafts, antiques and art arranged at the Hall.

All proceeded back to the school where a tasty pot-luck picnic supper of numerous salads and deserts, coffee and cold drinks was enjoyed.

Some enjoyed a game of softball. To complete the holiday celebrations a group of young folks provided music to dancing, where Mrs. Chrington called off for squares.

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Board of Health disbanded

Halton regional council now has complete control over regional health services as a result of the provincial government's decision last week to accept a recommendation submitted by the region's Bill 151 review committee.

The committee recommended earlier this year that the Halton board of health should be dissolved in order to give elected officials more control over the Halton health budget.

In addition, George Gray and Stewart Cramp, who were appointed to the board by the province, will no longer serve on the committee.

Mr. Gray, a Georgetown resident, was unavailable for comment prior to pre-stime.

Region rejects gravel control

By PAUL DORSEY
Herald staff writer

Halton Hills Coun. Roy Booth failed last week to convince the regional planning committee that Halton should be able to control the extraction of sand and gravel by the ministry of transportation and communications when the material is intended for use outside the region.

Coun. Booth expressed frustration and resentment last Tuesday that the ministry extracted a half million tons of sand and gravel from a Halton

Hills site recently for use on a highway reconstruction project east of Halton.

The ministry asked no regional or town officials for permission to do so, he noted, but simply notified Halton Hills engineer Bob Austin of its plans.

A proposal to extract another three-quarter million tons here would probably be rejected by the Niagara Escarpment Commission, Coun. Booth added, but the commission has no authority over the ministry's plans.

The result of Halton's failure to take control of the situation, he predicted, will be a shortage of sand and gravel at some point in the future within the region itself, forcing Halton to import its aggregates from outside the region.

A suggestion that regional council could adopt a policy aimed at controlling the ministry's extractive practices in Halton was challenged by committee chairman Pat McLaughlin of Burlington.

All Ontario taxpayers benefit from the ministry's decision

to mine its sand and gravel as close to the site where it is needed as possible, he said.

Coun. Booth interjected that the chairman was being "extremely narrow-minded", but Coun. McLaughlin continued to defend the ministry's right to mine in Halton, admitting that he was possibly being "selfish" by wanting to save himself a few tax dollars now when future residents of Halton may end up footing enormous bills for materials that have to be imported from outside the region.

Coun. Booth pointed out that the Ontario tax base is much broader than Halton's enabling the province's taxpayers to bear the extra burden of subsidizing longer haulage distances at the present time better than Halton's future ratepayers.

Coun. Booth's suggestion was nevertheless rejected by the committee.

Fire Costs
Fire in the United States caused an estimated loss of \$3.75 billion in 1977

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New products available to ease job of keeping your car clean

If the grease and grime created by the do-it-yourselfers at your house has you working overtime in the laundry room, the following information may help.

Go to your local automotive supply store or the parts jobber frequented by automobile mechanics, and buy some mechanics' hand cleaner.

Not the old fashioned abrasive stuff of yesteryears, but the kind that took the skin away with the dirt... but the new kind of creamy product that won't hurt sensitive skin and really does an excellent cleaning job. Most can be used with or without water.

They are treated with lanolin (or similar products), and even have an antiseptic agent built into the formula to help heal the minor nicks and scratches that are part and parcel of most Saturday afternoon projects.

Most manufacturers supply dispensers to hold the hand cleaner so that you can dispense the cleaner efficiently and economically. Their low cost permits installation of one in the garage and one in the basement workshop for real convenience.

You will also find the auto store a revelation in terms of household helps that you don't see advertised on TV.

There are bags of easy-to-use floor cleaner that cut up garage floor grease fast and save you the job of cleaning up the grime that used to be tracked into your house. There are adhesives, super lubricants, squeak stoppers, rust and stain removers, sealers, degreasers that you spray or brush on and hose off with water... to mention just a few.

Some of these products you may find in your hardware store, but many are strictly auto supply store fare, because they are the professional materials used by professional mechanics... but many have application in and around the house.

Check in your telephone book under Automobile Parts and Supplies for the auto supply stores near you.

Self service gas growing everywhere

After a slowdown due to the oil embargo, self service pumps are now increasing. Today about 12% of all gas is self service and estimates are for 40% by 1980. The lure for the consumer is lower prices — as much as 5 cents a gallon on some brands.

Self service also points to fewer minor repairs and other service work performed at gas stations. Station attendants with mechanical know-how are moving into the independent repair market. Meanwhile the number of service stations has shown a dramatic increase in the last two years, principally gas only stations.

Taxis help New York City clean up its air

Operators win 10 percent savings on fuel costs in cooperating to solve city's problem

For all its well publicized problems, New York City has made impressive progress in at least one important area: air pollution

caused by cabs.

Laboratories which operated inspection facilities.

A year ago the Taxi and Limousine Commission started a program to make New York's medallion taxis safe and environmentally efficient. And according to statistics compiled by the City of New York's Department of Air Resources and Bureau of Motor Vehicle Pollution Control, there has been a marked reduction in harmful emissions from the vehicles, and a wide variety of dangerous mechanical defects has been corrected.

Prior to the start of the annual check-up, hydrocarbons emitted from taxis in 1973 totalled 2,400 tons. This was reduced to 1,600 tons in 1974 after the program began.

Carbon monoxide emissions went from 37,000 tons in 1973 down to 21,000 tons the following year.

"Since 40 per cent of New York City vehicle air pollution comes from cabs, there was a very obvious need for such a program to control carbon monoxide and other harmful emissions," said R. L. Gibney, President of Olson



Cooperation of taxi fleet operators and drivers chaffering the greatest number of cabs on the streets of any city in the country, in New York's drive to reduce air pollution, has resulted in a substantial improvement as recounted in the accompanying article. Simultaneously, it has also resulted in a considerable increase in the mileage they are getting per gallon of gas. Some notion of the number of cabs operating in New York may be had from the above photo made in the theater district. Photo by New York Daily News.

From German expert... Recipe for gasoline economy

The most efficient recipe for saving fuel concerns both the condition of the car and the attitudes of the driver, says Olaf George William Fersen, German automotive authority, who recommends the following to readers of this supplement.

He holds that if carefully applied, the recipe may well mean a fuel saving of up to 20 percent.

- FOR THE CAR**
1. Low rolling resistance. This means maintenance of the prescribed tire pressure, brakes that do not bind or grind and well adjusted, free-moving wheel bearings.
 2. Correct adjustment of carburetor and ignition. Clean air filter elements and maintenance of a sufficiently high engine temperature (low temper-

- atures increase fuel consumption).
- FOR THE DRIVER**
1. Gentle driving, especially when starting from rest and early shifting into the next higher gear. If transmission is automatic, make it shift upwards at low speeds and use the kickdown sparingly. Brake gently. Remember: high engine revs need more fuel and a lot of energy will be wasted by high braking.
 2. Select your speed according to the developing traffic situation. If lights are red, don't rush up and brake, but let the car roll gently, so when the lights change, you can accelerate without changing gear.
 3. Every car has a "most economical" speed range. Usually around 50 mph. Keep it to that speed wherever possible. Never "pump" on the accelerator. This squirts raw fuel into the engine — at your cost. Driving at changing speeds is uneconomical — driving at a steady speed saves fuel.



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