

CLERGY COMMENT



Why Live?

by Rev. R. W. R. Kierstead, Church of God

Life, for most, if not all of us, is made up of problems, mixed emotions, some happiness, some sadness; a little of this, a little of that. Some strive for a good position in life, a fine home, a new automobile, honour, bringing up our children in the 'right' way, and many other things. The question comes to all of us though: what happens when we have reached our goal, when we have done all we wanted to do?

The tragedy of life is that so often this question is left unanswered and disregarded. What has life to offer other than just merely going through life, reaching the peak, then fading off the scene? To many people it has nothing more than that to offer.

There are others whom you may meet along life's pathway who seem to have more reason to live, and for whom this question has been answered. They do not fear life's waning years, nor the great unknown after death. They have sought the answer and found it. Where is that answer?

Philosophy, the great religions of our times, and of ancient times, all give us some answers, but they are not complete answers. Their answers leave many doubts, many unanswered questions. Christ gives an answer which has satisfied millions for centuries: He said, "I am the way, the truth and the life." But why? Because He also had the right to say, "I am the resurrection, and the life: he that believeth in Me, though he were dead, yet shall he live; and whosoever liveth and believeth in Me shall never die!"

But that is impossible! We all must die! Yes, physically we all do — but many also die spiritually. What happens after death? Jesus said "I go to prepare a place for you, that where I am, there ye may be also!" What a wonderful prospect; some day we can enjoy Heaven with Christ!

BUT — Jesus said, only those who live believing in Him would never die spiritually. That does not mean believing about Him; it means putting complete faith and trust in Him throughout life! That is what makes the difference to life; and what makes life worth living!

IN THE MAIL BAG

Airport Owner Defends Strip Disputes 'Residential' Claim

R. R. J. Georgetown

Dear Sir:

According to the recent news report, Georgetown and the surrounding vicinity has lost an airport and gained a dragstrip. In each instance our township council has been blamed for their development by a segment of our society who can see no virtue in progress. There will always be with us the type of person who is only happy when beefing or criticizing.

In the development of the Ross Lake Airport, I have been accused of creating a sub-standard airways in the midst of a developing residential area, disregarding the safety of these residents by allowing flying, activities and commercializing the airport. It has been pointed out that three incidents have occurred on the runway that are claimed to have motivated the closure action and reflect on the irresponsible ethics employed by us.

What constitutes a residential area? The restriction of farm lots being separated in this locality proves there can be no more housing development. Houses in this area are so spread apart that no public service, such as sewage disposal could be practical. A subdivision development project out here would be defeated, thus we remain predominantly agricultural, with a few houses springing up here and there.

Let us examine the 'unsafe' or substandard description. All possible obstacles such as trees, moved and the entire 2,000 foot stumps or stones have been removed. The road has been graded as smooth as a ten lane roadway with markers placed at required positions, orange coloured. Also to ensure added safety, the hydro lines of the northwest approach were buried underground and later a cable barrier placed at No. 17 Sideroad approach. No airport should be classified unsafe because a careless flyer gets involved in an incident.

Although the airstrip is approximately 800 feet from the 5th line residents, we are said

to be located amid a developing residential area. The Breckon house and my own are closer, being over 500 or 600 feet from the landing and take-off area. There are six houses occupied and one under construction on the 5th Line parallel to end of airstrip. What is 'end of airstrip'? To my knowledge there is no house closer than 1800 feet either end. Two residents have complained that I have commercialized the airport, James Goodlet, and Alton Breckon. How else would you justify its existence or maintain it?

The noise or air pollution anticipated has not materialized because such noises quickly dissipate after take-off. Land values keep rising. Try buying one and find out. Last week's issue of your paper stated a \$12,000 loss in airport development would be sustained. This was only the building and construction of runway. The ten acre runway alone represents \$20,000 by today's land values. The tie-down and parking area takes up another ten acres. What use could be made of an abandoned airstrip? A perfect drag racing strip, which would be more lucrative from a remuneration aspect. It is improbable that a dragstrip would be more acceptable in this community. Finally, if the Roberts government is attempting to promote the development of airways adjacent to towns, who closed this one which has already become established at no expense to the taxpayer.

The DOT official who signed the closure makes this statement: "The pressure exerted by two residents of your neighbourhood, namely E. W. Brown, psychiatrist and J. D. Pemberton, meat packing equipment, was so relentless that after receiving twenty letters from Pemberton and his lawyer, I decided to issue the closure."

Perhaps it was Plato who said "The squeaky wheel gets the grease." Which way is the wheel taking us. Into a useful contribution to our society or elimination?

Joe Ross

IN THE MAIL BAG

Opponents Undemocratic Dragster Proponent Says

121 A Main St. N.

Dear Sir:

In regard to Mr. Hildebrandt's letter in last week's Herald, I would like to heartily contradict his statement that Friday's council meeting was 'the blackest day of that council's existence.'

Rather, I feel that it is a milestone in the progress of this area and am glad that there are such men as Messrs. Currie, Hill, Leslie, and MacIsaac who have the foresight and intelligence to realize this and take a stand against a very small, and, I might add, very selfish minority.

The very thought that these men have 'lost the confidence of their constituents and ought to resign' is absolutely ridiculous and reflects the completely undemocratic views of the opponents of this dragstrip. In our society it is an accepted fact that the majority rules. A

delegation of two hundred people could hardly be called a majority in a township with a population as large as this one has, and therefore it is completely erroneous to call this venture a 'monstrously being forced on the people of Esquimes and, to a large extent, those in Georgetown and Acton.'

According to reports in the Herald, only one person in Georgetown signed the petition opposing the dragstrip. If the other 15,000 residents did not sign the petition can it not be assumed that they approve of the dragstrip and realize it will be beneficial to the area instead of a hindrance as Mr. Hildebrandt seems to believe?

Is this flagrant disregard of the people who elected the council members? I don't think so, and I feel that anyone who does cannot really have any pride in our township or respect for the men who try to govern it smoothly in the best interests of the people.

John Neely

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IGA

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NORVAL

Plan Sports Carnival Raise Bus Trip Funds

The pupils of Norval Public School and their teachers are busy preparing for a School Winter Sports Carnival to be held on Friday evening, Feb. 20. So far plans include pony rides and skidoo rides, skating and refreshments. There will be a small fee for the refreshments with the proceeds going towards the annual school bus trip when it is necessary to hire a bus. The pupils hope that the community will support them in this first venture of a Winter Carnival.

Sympathy is extended to Mr. and Mrs. Ray Pomeroy on the sudden death of Mrs. Pomeroy's brother, George Blagell, of Brampton, on Monday January 26. George attended Norval public school and lived in the village until he moved to Brampton.

Congratulations to Mr. and Mrs. Norman Topping who were married in Norval Presbyterian Church on Saturday, January 24. Mrs. Topping was the former Lynda Davls, daughter of Mr. and Mrs. Robert Davls. They are residing in Brampton.

Norval Cubs along with their fathers enjoyed an evening of swimming at Cedar Hill near Streetsville on Friday night, January 30.

The Norval 4-H Club held a meeting at the home of their leader Mrs. Gwen Laidlaw on Wednesday, January 28 and officers were nominated. Presid-

Mrs. Ed McLean, Mrs. Gordon Laidlaw and Mrs. Wm. Laidlaw of Norval United Church UCW attended the annual meeting of Dufferin-Peel Presbyterial UCW held in St. Paul's United Church Brampton, on Wednesday, January 28.

Leaders seek ideas from 4-H members. The annual meeting of the Halton 4-H Club Leaders' was held on Wednesday, January 28th at the home of Mr. and Mrs. Ed McLean.

Hot Spot. This year, as in previous years, the number of snowmobile accidents continue to increase. However, in spite of this, Georgetown has not taken any measures to curb this trend. Let's hope a bylaw is soon passed to impose regulations on the use of snowmobiles in Georgetown. The question arises, should there be a complete ban on the use of snowmobiles within the town (as in Port Arthur) or only a partial restriction.

Do you know. That in Georgetown, cars on Main Street are tagged on Monday, when most businesses are closed. How much revenue is received from parking meters, and is it sufficient to support the manpower required to look after them? Whether the town is ready for Metermaids? That veterinarians receive no compensation for looking after stray injured cats. But, compensation is provided for their services to stray dogs. What Georgetown is doing in preparing for regional government? What action is being taken to establish regulations for snowmobiles? Congratulations to the Works Department for the clean appearance of its equipment. Congratulations to the industry in Georgetown for their enthusiastic and generous support of the YMCA Fund-Raising Drive and the local Georgetown Jaycee Directory.

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11 a.m.: Worship
7 p.m.: Evangelistic Service
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9:30 a.m.: Church School
Grade 1 and up
11 a.m.: Service of Worship
Church School (Nursery to Grade 1)
Junior Congregation
EVERYONE IS WELCOME

Georgetown
FIRST BAPTIST CHURCH
Main and Guelph: 877-5491
10 a.m.: Church School
11 a.m.: Morning Worship
Organist: Mrs. W. Townsend
Choir Director: Miss Brenda McNeil.

Knox Presbyterian Church
Main and Church 877-2848
MINISTER: REV. F. N. YOUNG
10.00 a.m. — Church School
11.00 a.m. — Morning Worship
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ORGANIST — Mrs. E. Gowland

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