

In West Africa

Couple helps country cure hunger problems

By JOY WITTE, INGHID PAIN
Herald Special

"It's great to live more independently in Sierra Leone—that's one reason we're going back in October," say Bert and Ruth Adema, formerly of Georgetown.

"There's no telephone, no television, no organizations to request our time in the evening. But then again there's no hot water tap, no carpet, no movies."

Bert Adema, 33, is an agriculture supervisor in the Krim area of southern Sierra Leone, West Africa. Since October of 1984 he has worked there with Christian Extension Services (CES), a special hunger project of the Christian Reformed Church's World Relief Committee (CRWRC) and World Missions. CRWRC is a relief and development agency with self-help programs for the poor in 25 countries.

Ruth, 27, is the daughter of Lorna and the late Rev. Bert Van Mossel of 82 Ralgreen Crescent in Kitchener, a 1978 graduate of Forest Heights Collegiate Institute, and a 1984 graduate of the University of Guelph with a bachelor of arts degree.

The Ademas have two children, Leah, 3, and Emily, 8 months. They are members of the Georgetown Christian Reformed Church.

In the Sierra Leonean village of Saama on the Waanje River, the Ademas are the first and only white family. "We're alone on display," they admit. "But in spite of obvious cultural and language barriers we have friends in the village." Ruth especially has opportunity to develop personal social contacts.

"They can keep in touch with other CES staff members by radio three times a day. The nearest staff family is a 30-minute boat ride away."

"Some of the Sierra Leoneans welcomed us because they had high expectations of our bringing tractors; there was some disenchantment when they realized that instead we are bringing the development of Christ's dominion," Bert Adema reflects. "We believe that the kingdom of God emerges where people accept Christ and reconcile their relationships with God, themselves, their neighbours, and creation."

"Being a Christian agriculturist I believe that to eat well, people must treat God's creation well. The land has the potential to produce enough food for all to eat. My immediate objective is to help the Krim Mende people develop their resources and skills to feed themselves, to eliminate their annual hunger season."

Adema and the two Sierra Leonean co-supervisors he trained work with extension assistants to help 200 farmers in 15 villages. Projects include irrigation of dry-season rice fields, distribution of palm oil seedlings and sweet potato cultivars, and instruction in growing cuttings and grafting budding materials.

Problems are abundant, he says. Supply delivery is irregular, fuel is scarce, villages are widely dispersed, plant diseases are frequent.

Nonetheless, the Ademas strongly believe in the worth of the CES program which also includes projects in health, literacy, community development, and evangelism.

—Courtesy Christian Reformed World Relief Committee of Canada.



Georgetown members of the Christian Reformed Church Bert and Ruth Adema are headed back to Sierra Leone in West Africa. Bert, 33, is an agriculture supervisor. He is working with the Christian Extension Services and World Missions. "Being a Christian agriculturist I believe that to eat well, people must treat God's creation well," he said. (Photo submitted)

Now on home service, the Ademas are showing slides and speaking about their work to various church and community groups, in addition to visiting with their families.

Bert is the son of Sid and Anna Adema of 48 Wildwood Road in Glen Williams, a 1972 graduate of Toronto District Christian High School, and a 1984 graduate of the University of Guelph with a master of science degree in extension education.



First-aid wise

Youngsters from the 4-H members council of Halton performed in the recent 4-H demonstration at the Canadian National Exhibition, Jennifer McLean and Sharnie Nand-

log of Rockwood teamed up with Georgetown youngsters Janet Sharpe (left) and Alexandra Treviranus to perform a skill on simple first aid.

\$70,000-incentive

A Georgetown machine shop has received a \$70,000 Incentive Term Loan from the Ontario Development Corporation, Hugh O'Neil, Minister of Industry, Trade and Technology, announced this week.

The company, C.N.C. Quality, will apply the loan towards the purchase of a CNC lathe to be used in the production of precision moulds, shafts and brackets for the computer, automotive and aircraft industries.

"C.N.C. Quality is an excellent example of a high technology small business finding its niche among large competitors as a provider of economical, short-run items," said Mr. O'Neil.

Information on all financial assistance programs is available from the Ontario Development Corporation's Peel Region office at 4 Robert Speck Parkway, Suite 1140, Mississauga, telephone 279-9150.

Citizens' forum

Price of expediency could endanger kids

Dear Sir:

Last night the Council approved the Halton Hills Village Traffic Impact Study. This study was to have been the "piece de resistance" in the string of studies, Transportation Reports, conditions of draft approval and Secondary Plan Amendments that has each, at various times, been touted by various Town Councils and particularly by the Town Engineer and Town Planner as providing the answer to all our concerns.

For those of us that have had serious concerns of the effect of the Georgetown South development (now being called Halton Village) I can not count the times I have heard the refrain "don't worry, just let us pass this Transportation Study or draft approval or whatever and we will look after your concerns at the next stage..." The Traffic Impact Study is the last stage that can effectively deal with impact of the Georgetown South development on the existing residents of this town.

So what has been accomplished after almost three years of mass protests, formation of ratepayer groups, protracted negotiations, promises and compromises? The answer according to this Traffic Impact Study is precisely nothing. The projected traffic figures with all the improvements taken into consideration is still being projected as 1200 vehicles per hour (vph) a negligible improvement over the initial projections of 1300 vph.

The red flag was initially raised in mid 1985 when the Transportation Report projected traffic figures of 1300 (vph) on Mountainview with the fully completed Georgetown South Development, this being compared to the existing flow of 300 vph. A level of 1300 vph is 50 per cent higher than is presently travelling on Guelph St./Highway 7. The dangers are obvious to anyone that witnesses

the hundreds of children that must daily cross Mountainview or walk on Mountainview in the winter as the sidewalks aren't cleared. What is merely dangerous now at 300 vph will become a bowling alley at 1300 or 1300 vph.

The terms of reference for the Traffic Impact Study, which were laboriously negotiated by MARA (Mountainview Area Ratepayers Assoc.) required an examination of alternatives to solve these problems by identifying alternate routes into the Georgetown Urban Area and by achieving a balance of traffic flow on these routes. These objectives have not been met. How can the Town Engineer or the Council consider that levels of 1200 vph on Mountainview and 800 vph on Eighth Line as being equal or balanced or acceptable.

The obvious solution of a major connection between Guelph St./Highway 7 and Winston Churchill Blvd. leading down to the new 401/Winston Churchill interchange has not been considered and which would make a significant difference in traffic load on Mountainview as well solving a multitude of other traffic problems in this town.

It should be clearly understood that I and most people that share these concerns support the Halton Hills Village Development and over these past several years have sought to tailor the development so that we could live with it.

The Town Engineer and Council are not interested at this time in ensuring that solutions to problems are found their only interest is in expediting the Halton Hills Village Development. The price for this expediency will be paid when a child going to school inadvertently steps off the curb and is bowled over by one of these 1200 vph. I would not like to be the Town Engineer nor the Council at that time.

Peter W. Woolgar

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