

Opinion Page

World Day of Prayer

The political upheaval in Burma of the past year was not imagined when Christian women of Burma wrote the 1989 World Day of Prayer Service. It is three years since they began the task that will culminate on Friday, March 3, when people from 170 countries participate in the World Day of Prayer.

In the local area, the new Georgetown Alliance Church, located one kilometre south of Maple Avenue on Main Street will host a gathering for the World Day of Prayer on Friday, March 3 at 7:30 p.m.

The theme, "Lord, Teach Us to Pray," was chosen by the International Committee for the World Day of Prayer at its quadrennial meeting in May, 1986. Alice Jean Finlay from Ontario, Canada, as

President of the International Committee, met with the Burmese writers in November, 1986 to discuss the need for an ecumenical worship service that reflected the concerns and spirituality of Burmese Christian women.

In Canada, the service is sponsored by Women's Inter-Church Council of Canada and arranged by local ecumenical groups in over 3,000 communities. The offering is used by Women's Inter-Church Council of Canada to provide resources for the service, program materials for women's groups, and to support ecumenical projects in Canada and abroad.

Everyone is invited to share in this 102-year tradition of recognizing the need for God's guidance in the struggle with the issues facing the world.

LETTERS

Appreciates local politicians' help

(EDITOR'S NOTE: The following is a copy of a letter submitted to The Herald for publication.)

To the Council of the Town of Halton Hills,

This letter is to thank the councillors of the town of Halton Hills for the happy completion of the rezoning and amendment to the official plan to operate a day care in our property at 83 Main Street North.

I would like to have the opportunity to thank Mayor Russ Miller, Councillors Marilyn Serjeantson and Joe Hewitt, who sat on the site plan committee, and Councillor Richard Bonnette who

sat on the Regional committee with Mayor Miller and Councillor Serjeantson.

These thanks are also extended to all the members of Town and Region Councils who supported us in our project.

I would also like to thank Regional and town staff who worked or are still working advising us on the regulations to observe. That is Mr. Mohammed, Mr. Kruger, Mr. Crews, Mr. Korziak, Mr. Murdoch, Mr. Wellings and Mr. French, to name a few.

Finally, if the Town thinks day cares are an important part of our modern social lifestyle, it would be

interesting to have areas which could be already zoned for day care in order to simplify this process. By allowing more day cares to operate out of specific streets and allotting certain percentage of space in new developments, probably this process could go through faster.

Thanks again for the time, the sensibility and the interest shown by our Town and Regional councillors in this important social issue.

Yours truly,
Lucy Quaglia

Programs and support needed

Dear Sir,

The fruit of a year's work of the Law Reform Commission is the recommendation for unrestricted access to abortion in the first 22 weeks of pregnancy and for allowing abortions anytime until birth. We, the taxpayers, paid them to tell us that!

The pro-choice advocates have a point when they say: "why do we need such a law? Do you think a woman would have an abortion at seven or eight months, if she did not have a medical problem?" The

Commission, in trying to assume the most "pro-choice" position possible, ironically ended up dissatisfying the pro-choice movement as well.

On the other side, the most difficult problem the pro-life movement is facing, is making people aware that having sex and then discarding in the garbage the product of sex, a human being, is not acceptable behavior. The law we need must be based on principles, not political expediency. The main principle is that human life is as

human (46 chromosomes) and as alive (according to the medical criteria) at any stage of development and it is as important inside the womb, as it is outside the womb.

Single women should be helped, not only through the pregnancy, but afterwards, through easier adoption programs and government support for those who decide to keep their children.

Giuseppe Gori,
FCP Halton North,
RR4, Acton

Halton's History from our files

30 years ago

Registration of 413 unemployed men and women to date was reported by Kelvin C. Brown at Monday's council meeting. Mr. Brown headed a group of Malton volunteers who, with council co-operation, have organized Georgetown Employment Service, where data about job seekers is available to potential employers. Some 65 different trades are included in the registration, Mr. Brown said. There is such variety as clay miners, bakers, and beekeepers. There are 16 professional engineers among those listed.

The Bradford Fords conformed with OHA scheduling and launched the Central Ontario Intermediate B finals here at exactly 8:30 last night, but the Georgetown Hunter Realtors didn't get the message until about a period and a half later. Some 700 paying customers looked on as the Realtors made their Silky Sullivan-type dash in the late minutes to swamp the marshmen 10-4 and claim the opener. They trailed at the end of the first period 3-1.

Albert Rokvosky, a member of the Baha'i World Faith and the 1988 UNESCO cultural mission to Japan, will speak at the Market Street home of Mr. and Mrs. Tom Ferguson.

15 years ago

The Lions Club of Georgetown awarded not one, but 42 Citizen of the Year awards Friday evening at Legion Branch 120 hall. The Citizen of the Year award for 1973 went to the entire Georgetown Volunteer Fire Department. Accepting the award on behalf of the firefighters, both past and present, district chief Tom Massena praised the efforts of the volunteers over the years saying they were "proud and happy to accept the award."

Georgetown's three major projects, the library expansion, the theatre-arena complex and the swimming pool are still not being decided. At the general administration committee meeting, an argument developed over the use of debentures for the projects. Coun. Morrow wanted to apply to the Ontario Municipal Board to find out from the OMB what our standing is for money.

All indications are that soccer registration will hit a record high for the 1974 season. The first day of registration showed a 40 per cent

increase in boys' registrations and the girls' are up by 25 per cent.

10 years ago

The ACWW meeting of the Women's Institute was held Tuesday, Feb. 20 in Hillcrest Church with 30 ladies present. Mrs. Ralph Cunningham was hostess. President Mrs. Robert Alexander opened with the ode and creed.

People in Halton Hills became more aware of places and people of historical interest in the last few years, according to Rev. Rick Ruggle, who says the Esqueing Historical Society deserves much of the credit. The Esqueing Historical Society was formed in 1975 by a group of people who shared an interest in history. Among the charter members of the society were Rev. Ruggle, town councillor John McDonald, Keith Barber, Bruce Harding and lawyer Tudor Beattie.

For the first time in several years, the Georgetown YM-YWCA ended the year in the black. Speaking to the annual meeting last week, treasurer Wayne Peasgood said that while the group had only \$433 left over from 1978's expenses, the fact that there was any money left at all indicated that they had "broken the tradition of ever-increasing deficits."

Halton Regional Council approved a public works committee recommendation to lower the maximum speed limit along Regional Road 13 in Glen Williams from 60 to 50 km per hour. Regional Road 13 is also known as Main Street in Glen Williams.

5 years ago

Included in the nearly \$18 million Halton Regional Police budget for 1984 is money for a five-man traffic squad, similar to the spotcheck squad on the road each Christmas season.

Halton Regional Police commissioners announced the new police budget of \$17,960,250 pared down from the original request of 9.9 per cent made by the force, at a meeting Thursday night. The increase over last year is 6.7 per cent, in keeping with the 6.6 per cent increase of 1983.

Unless social services agencies in Halton work toward forming a Regional United Way, they may find the Region's purse strings extremely tight when the agencies apply for grants next year. That's the message behind a health and social services committee recommendation to Regional Council and it will be underlined when a number of groups present their grant requests to the committee March 3.

The Georgetown Gemini season came to a sudden, unexpected halt last Tuesday night at the Gordon Alcott Arena. The Gems dropped the seventh and deciding game of the Ontario Junior 'B' quarter-final playoffs against the expansion Mimico Monarchs, 6-4.



The above picture, taken from A History of St. John's Anglican Church by Lucy E. Emslie, shows the early-1800's home of Archle and Mary Baily on Main Street in Stewarttown. The two were great workers in the building of St. John's Church in Stewarttown, and appropriately enough, the Esque-

ing Historical Society will meet again Wednesday, March 8 at 7:30 p.m. at St. John's Anglican Church, Stewarttown. Bob and Don Lawson will reminisce about their years in Stewarttown. Everyone is welcome to attend.

Hold that train of thought

Forget about affordable housing and five-cent cigars. What this country really needs, above all else, is about 3,000 more trains.

This has been much on my mind this winter, since the vagaries of the ol' playwrighting dodge have led to some time on the road.

(Note: "being on the road" is to be distinguished from "being on the street." The former is something some of us do as we work our way down to the latter.)

In any event, I've been experimenting with various modes of transportation, since winter conditions have more or less ruled out the use of Arthur the Mighty Datsun.

Arthur is going on 17, and he's down to three functioning gears and two functioning cylinders. He's fine going downhill on dry pavement with a slight tailwind. Otherwise, his repertoire is fairly limited.

All of which has led to ample opportunity to reflect upon the cardinal rule of travelling: Don't. The pleasures of wherever you're going will never outweigh the misery of getting there.

The plain fact is that I'm a rotten traveller. Apart from trains, transportation devices fall into two general categories - those which terrify me, and those which make me throw up.

Thus it is that I have, over the years, turned white on all of Canada's major airlines, and turned green on buses on two continents.

By this point, I've pretty much given up on plane travel. If God had meant us to fly, He wouldn't have given us airport line-ups.



Weir's View

By Ian Weir
Thomson News Service

A 45-minute queue is clearly a Divine invitation to ruminate, to weigh carefully the pros and cons of the path you are about to embark upon, and then to conclude that the only sensible move is to hail a cab and go back home.

On the other hand, buses offer horrors of their own, largely due to the Two Inviolable Laws of bus travel.

One: no matter where you are going, you will end up scrunched in a seat with a 300-pound man who has an aversion to water. Two: you will be seated directly across the aisle from a compulsive talker whose wife has just left him.

By the end of the trip, the man on your left will weigh 400 pounds. And it will be very, very, very clear why the man on your right is now single.

All of which leave us with trains. Or rather, it would leave us with trains, except for the fiendish government plot to prevent us from taking them.

Granted - VIA Rail is happy to offer you plenty of trains if you happen to be travelling between Toronto and Ottawa. Which is

small consolation, since relatively few Canadians have any desire to go to either one, let alone (lord help us) from one to the other.

If you're anywhere else in the country, you face the following situation: There will be one train a day, and it will leave at 3:24 a.m.

No one has ever understood how they've managed to arrange the schedule such that a transcontinental train can actually leave every station in the country in the middle of the night, but they've done it. Possibly the schedules are devised by the same computer wizards who demonstrate the cost-effectiveness of nuclear submarines.

And it's tragic - as I rediscovered last month, upon finding myself on a train that was leaving (by sheer fluke) at a plausible hour.

There I was, in a seat with a view, and with leg-room. And there beside me was a young fellow in a leather cap who was launching into a lengthy dissertation on the care of house-plants.

For just a moment, the familiar traveller's horror began to descend. Nine hours, trapped beside a man who had a hundred ferns, and who was apparently eager to discuss them all, one at a time.

And then the blessed truth dawned. This wasn't a plane or a bus. This was a train, and trains offer a solution to just this sort of crisis.

It's called the Bar Car, and its invention is one of humanity's finest accomplishments...

Dear Prime Ministers: forget trimming the deficit. Put day-care and tax reform on the back burner. We can wait.

Trains, Brian. Trains.