

Our Readers Write

Dear Editor,

I would like to urge everyone who supports the Ten Commandments to not crawl into a hole or stick your head in the sand. The attack against freedom of religion is a wake-up call. It's time we get the anti-Christians out of office. It's the only way we're going to stop the bias decisions against Christians. We need to support people like Jimmy Green and Darrell Beardsley who are taking a stand and be there to pick them up when they get knocked down. If we lose a battle, don't quit. They are attacking on every front: The Bible you can't display it; Radio Ministries and TV Ministries-trying to pull their licenses. Write to the court system that is hearing these attacks before they decide and afterwards also. (Luke 8:15) Remember - if we elect enough Christians, they won't be able to push us in the closet.

People, now is the time to wake up, today it's the Ten Commandments- do you think they will stop there? I wouldn't count on it. Let's get involved now or I am sure we will wish we had.

Elected officials shouldn't have to hide the fact that they love Jesus, that is what freedom of religion is all about, any un-bias person should be able to tell the difference between Personal Religious Expression and Official Establishment (Law). So let us always pray for those in authority. But it is time we take the time to elect those who love Jesus.

Thank you,
Jerry Casey
Windsor, KY

Dear Editor,

Rowland Moore, a London business man, civic leader, radio Bible speaker and minister, is leading a group to reject the proposed southern route of I-66.

Moore begins his rejection with the simple question, "What has happened to the old adage of mathematical truth? The shortest distance between two points, is a straight line." And in reference to I-66, the straight line possible.

In consideration of another old adage, a picture is worth a thousand words. The picture map in this paper says it all.

Moore suggests that the interested people and the state engineers go back to the drawing board for a third time and hopefully, a thinking, honest, non-political board that would choose is obvious to anyone who has an ounce of road and terrain knowledge, that the southern route should never have been a consideration, and surely not a final decision.

The first response by some will be, "What does he know about road building?" Much more than you can imagine, and the best contractors in this area will attest to that, having worked with them with my large hydraulic cranes and other construction equipment in the '70's and '80's, more importantly, I know the terrain of both sides of London, north and south, and especially the north route that we will be pleading for further consideration. I know the north route like the back of my hand.

I was born and reared up at what we called "the overhead bridge" area, commemorating the old I. & N railroad bridge for the one way road that existed prior to the US 25. Our farm land has been taken three times to build US 25, new US 25, and I-75. It began 79 plus years ago, so I do know the area and terrain of the northern exposure, having played, fished, swam, hunted and worked in the area. In my teens and as a young adult, I have accessed the area by walking, riding a mule, an old 4-W drive jeep and a bicycle, about all that could be accessed at the time. The overhead bridge area, for those who may not know, is located at the junction of old US 25 and Ky Highway 30, at midway between East Bernstadt and Pitsburg, Ky.

In reference to Ky. 30 highway. What happened to the plan of the new highway running close to existing 30 and using the old weigh station, just vacated at the exit to access I-75, that

was more than fifty percent in place, and would have helped local business in the area. That was too practical, not enough of a challenge, and too much saving of money. I understand they have a plan that will remove the road far from people, out in the country of rough terrain again. This is my point-- Why do they do these things?

My further experience of the area, after serving three and a half years in World War, with some flying experience. I enrolled in flying school at old Jody field, and my first training under the G. I. Bill, in order to get my pilot license to be able to fly officially. Much of my training and later flying was performed in the late afternoons, traversing Laurel County, flying the northern terrain of where I grew to manhood. I was all of 25 years old then, and how I loved to look down at the farm, and all of our neighbors farms, the new cut fields, the woods, and ponds, the

creaks, the animals and the creeks, especially Cromer, big and little Gillis, Hazel Patch, Woods Creek (yes, Woods Creek), not wood creek, in remembrance of an early Woods family, and the "creek in the woods," where I had spent so much time. There were the small streams in the ravines, forming little lakes, the big and small Laurel rivers, the dynamic meandering Rockcastle River, to see the traffic winding around the hills and ravines, mostly the natural terrain of creeks and rivers. We lived in an area, where the creek ran down the road, and the road ran up the creek, but it was majestic splendor.

So, with all this experience of the north passage, the flying beginning in 1947, and continued for many years, having worked in construction, building and engineering, I feel I am speaking with a background of knowledge, which I believe has been lacking up to this point and time. It looks to me, thus far that everything has been political. The people to the south must have great political influence with the powers that be. This simply has to be the reason for such an ill-conceived proposed route. As a taxpayer citizen of Kentucky and Uncle Sam, I don't like the see our money wasted to appease some political interests. The proposed south route will cost almost twice the

amount of money rather than use the less expensive north route that was one of the proposals. There are at least three excellent locations, where I-66 could go under or over using the north route. I would be happy to point them out to people in authority. It seems to me that some more search and research needs to be done, especially with the low-flying helicopters. I can't see how you could possibly not choose the north route, which will disturb less and destroy less of everything that we love and is dear to our hearts. It would be less of a construction challenge, and before you ask it--you can build bridges cheaper than you can cut mountains and fill ravines and bridges look better, this all translates in the saving of big

bucks. Facing reality, why would you ever in this world want to choose the southern route? Let's get together

again--another old adage--maybe the third time will be the charm.
RESPECTFULLY SUBMITTED
Rowland W. Moore

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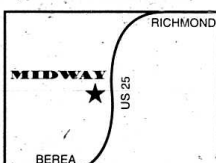
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