

# Toronto-Dominion expects to grow along with Acton



ACTON'S FOURTH bank, the Toronto-Dominion will hold Open House Monday October 5 and will be open for business Tuesday morning October 6. The new bank is located at the corner of Mill and Willow Streets, on land formerly occupied by the town's old post office. — (Staff Photo)

"The future of Acton looks good, and we would like to grow with it," smiles Acton's fourth and newest bank manager.

Donald McDonald has his first position as manager here with the new Toronto-Dominion bank, which sits on the "old post office" corner at Mill and Willow.

**Open Monday**

Workmen are completing the interior this week for the official opening tours and refreshments next Monday. They'll be open for business the following day.

Mr. McDonald, who was previously assistant manager at the Galt branch, is already living in Acton on Churchill Rd. with his wife and young son, Donald, four and a half. He was a Kiwanian.

Acton's new branch means a promotion, too, for Laverne Forsythe who is to be the accountant. He was previously accounting officer in Hespeler. He is single and will be boarding here. He was a member of the Kinsmen.

Tellers will be Miss Janice Brown and Miss Sharon Britton, who both live in the area.

**Esquesing Council**

## Delegation opposes truck route on Fourth Line, 17 Sideroad

Opposition to making the Fourth Line and 17 Sideroad a truck route through the township of Esquesing was expressed by a delegation of ratepayers at Monday night's meeting of the township council.

Residents of the area presented Esquesing council with a brief objecting to the route used by trucks from Indusmin Quarries and suggested the transfer of the traffic back to the "originally designated and accepted" route of 22 Sideroad from 25 Highway to the Third Line and west gate of the quarry.

**Main bus route**

Spokesman John Michie said both 17 Sideroad and the Fourth Line are main routes for school buses and children required to walk along the roads to collection areas are exposed to constant danger by the number of trucks, poor visibility, excessive speed, irresponsible drivers and failure to stop at stop signs at corners where visibility is almost nil.

Mr. Michie said there were 60 to 65 trucks an hour using the route besides the usual traffic. Flying dust, gravel and mud reduce the visibility to such a degree that pedestrians are nearly impossible to spot.

The brief also complained of the "high density" of noise beginning at 4.45 a.m. through to 6.30 p.m. and the emission of fumes from the trucks. The brief said that under present conditions the value of all bordering properties and existing built-up homes will deteriorate.

**Three requests**

"Since the present deteriorating conditions of the road prove it is not suitable for tonnage licensed by the township over the limit permitted by provincial law, and because of the danger to children and ourselves, the committee requests:

- (1) Immediate closure of the Fourth Line and 17 Sideroad as an unlimited truck route and transfer traffic back to 22 Sideroad.
- (2) Council request the Department of Transport to post the roads with 30 m.p.h. signs.
- (3) Council make available signs which designate school buses are stopping to be erected in areas designated by the road superintendent and a delegate from the residents.

**Rattle windows**

Reeve George Currie agreed trucks were a problem in the township because he had a "happy time with trucks, too," at his home on the Seventh Line. "Those 30 tonners really rattle your windows", he declared.

A traffic count showed 4,000 vehicles used the road at his place every 24 hours, "so don't think you're the only ones," he told the delegation.

Deputy-Reeve Tom Hill, who met the residents at an earlier meeting, said he thought they were more disturbed by the safety factor than the amount of traffic.

Mr. Michie replied that residents had already taken obvious police matters to the O.P.P. He stressed the need of protecting collecting points for children boarding buses, noting that all roads in the township were classed as "B" roads except the truck route.

**Bridge factor**

The reeve told the delegation they had to stop allowing trucks to use the route through Limehouse because of the condition of the bridge over the railway tracks in Limehouse. So an alternate route had to be found.

Mr. Michie also expressed concern that truck traffic would

become heavier if other quarries were closed as threatened by the Minister of Mines. He foresaw more using the Indusmin quarry.

Asked by the reeve where building materials would come from if quarries did not operate, he suggested the escarpment should be kept in Esquesing and mining places in the north where better aggregate was available.

**Contributes to accidents**  
He also said the condition of the road had contributed to three property damage accidents

where autos were complete write-offs, one head-on collision and 14 cars leaving the road to the ditch.

"We are also the added target of every car rally from Toronto and Hamilton", he told council.

Road superintendent Bud Snow said \$4,000 more had been allocated for the truck route this year and Indusmin Quarries had donated two or three thousand tons of gravel which Armstrong Bros. hauled free of charge to build up the road.

The delegation was unimpressed. They saw most of the benefits accruing to truckers and the quarries.

After further discussion of the problem, the deputy-reeve suggested council sit as a road committee and come up with some answers to give to residents along the truck route.

"We'll guarantee an answer in writing," he assured the delegation, who announced they would have observers at all meetings of council.



August 11, 1970 was a special date for the staff of the Acton plant of A.P. Green Refractories (Canada) Ltd. They completed four years without a lost time injury.

A letter of congratulations was received from Mr. W. K. Stevens, Vice President and General Manager of the Canadian Operations.

On October 23, 1970, all of the Acton Employees and their wives, or girl friends will be invited to attend a dinner at Valhalla Inn, Toronto, to suitably recognize this outstanding achievement.

Shown reading the letter of congratulations to employees is plant manager Orv Chapman.

Left to right are George Vandersluis, Dave Kozluk, Larry White, John Boclair, Alf Thatcher, Ed Oost, Bruce Saunders, Art Ford, Russell Patterson, Henry Venema, Mrs. Bernice Gibbs, Al Wood, Mr. Chapman, Bill Carnochan and George Roszell. Missing is Howard Ribble.



LARRY RICHES and Christine Mislura hold the chestnut foal which will be the subject of 14-line poems by children 12 years and under.

## Horse chestnuts can win prizes

Horse-loving kids with a literary flair have an opportunity to win \$100 and a trip to Hanover Shoe Farms in Pennsylvania this fall. These prizes will go to the child who submits the best 14-line poem about a chestnut foal from Sonny Geisel's Hanover, Ontario barn.

The competition is sponsored by the harness racing division of the Jockey Club and is restricted to children 12 years and under by October 31, which is the closing date for the competition.

Children who wish to get on friendly terms with this handsome chestnut colt before plunging into their literary endeavours, will have a chance to do so at Kitchener and Burlington.

Following are the remaining stops on the colt's parade of public appearances.

**Burlington:** (Saturday, October 3 from 10.30 a.m. to 12.30) at Burlington Mall located on the Guelph Line south of the Queen Elizabeth Way in Burlington.

**Kitchener:** (Saturday, October 10 from 11 a.m. to 1 p.m.) at the Fairview Park Shopping Centre on Fairway Road on Highway No. 8 East. Mayor McLennan will welcome Cream Puff and her son to Hamilton.

Closing date for entries for the Poetry Derby is October 31. Entries and enquiries concerning the Poetry Derby should be mailed to Bill Galvin, The Jockey Club Limited, P.O. Box 156, Rexdale, Ontario.

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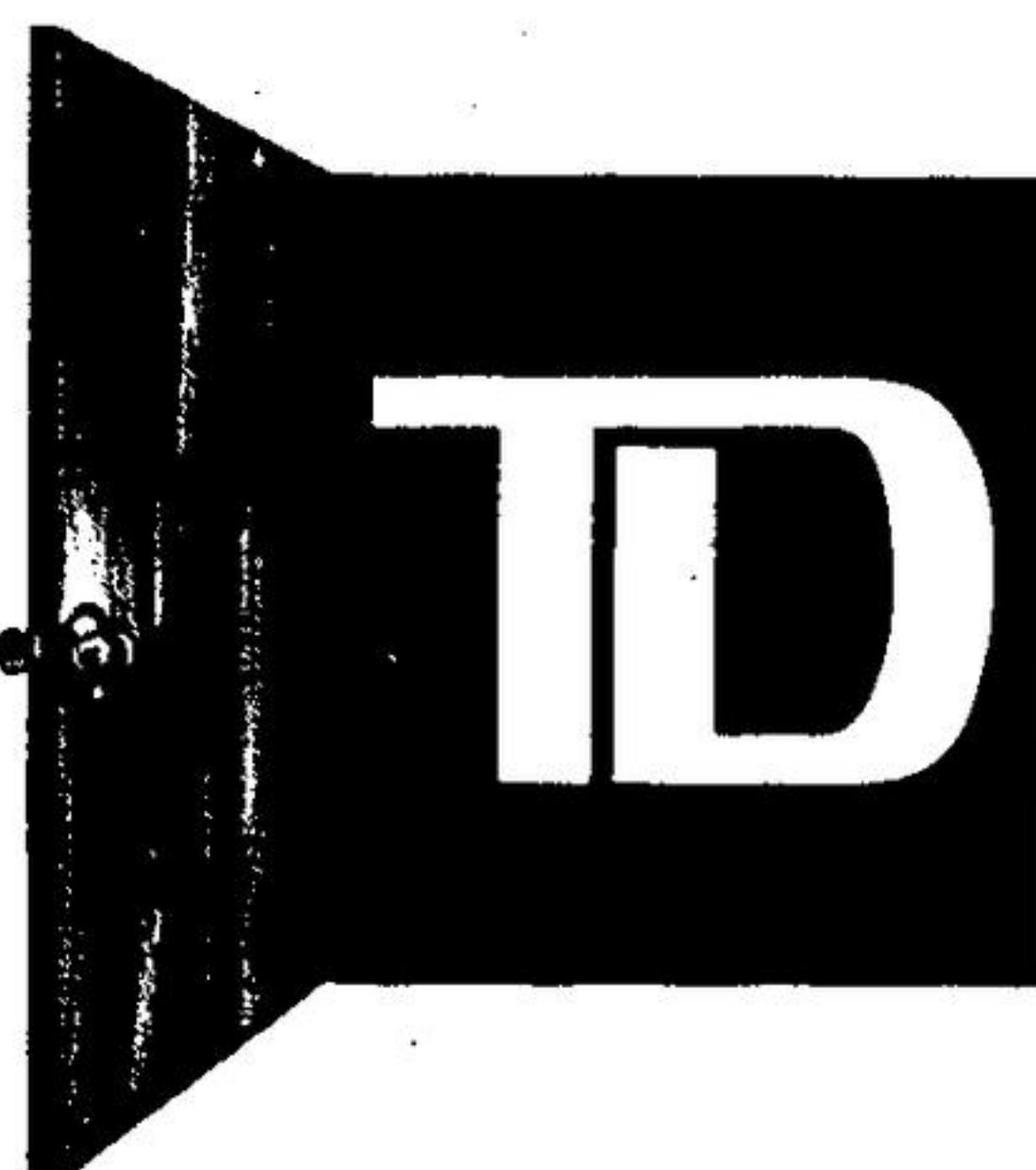
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## Open House

28 Mill St. & Willow St.

Acton

Monday, October 5th

2:30 - 5:00 p.m.

Light Refreshments

D. C. McDonald, Manager

**TORONTO DOMINION**  
the bank where people make the difference