



PAT GARTON, assistant director of Tinkerbell Nursery, coaxes Lauri Phillips to open her mouth to allow Dr. Steen a look at her teeth. Alison Stradwick finds she likes the dental mirror and will need little inspiration to give the dentist a look.

(Photos by D. Pink)

Tinkerbellers have first dentist drill

Members of Tinkerbell Nursery made that first trip to the dentist Wednesday morning—compliments of Dr. Robert Steen, of Acton.

Dr. Steen donated an hour and a half to the nursery school to introduce the children to the routine of a dentist's office. The children were allowed to roam his offices freely under the supervision of nursery volunteers and Dr. Steen's nurses.

Tinkerbell Nursery is a voluntary operation accepting children between the ages of two and seven who have a physical or mental handicap. All the children are from North Halton.

Eleven of the 12 registered with the school were able to attend. Dr. Steen said their teeth were on the average better than normal children their own age and suggested this is probably so because the handicapped children are usually allowed less sugar and sweets.

Volunteers attending the children at Dr. Steen's office were director Jennie Kulken, assistant director Pat Garton, pre-school instructor Jean Beemie, Barbara Storch, Mary Golden, Audrey Binnie, Margaret Shearer, Christine Steen and Terry Thomson.



RECEPTIONIST Doreen Gibb restrains Tinkerbeller Margaret Ann McKenzie as she learns what a great toy Dr. Steen's dental equipment can be. Another Tinkerbeller tot looks on waiting her turn.



DENTAL NURSE Julie Rowe has her hands full controlling Lisa Kean. The Tinkerbeller children seemed fascinated with the padded chairs and the metal equipment in the office.

Two single car crashes on Third Line

Both driver and passenger received minor injuries in a single car collision on the Third Line, north of 25 Sideroad, Esqueping township, on Thursday, May 31. Thomas McCutcheon, 18, of Weston and a passenger, David Lee, 17, of Acton, were injured in the crash which resulted in damages estimated at \$1,700.

Another single vehicle accident on Friday resulted in \$2,000 damage to a vehicle driven by Guy Young, 36, of Toronto, on the Third Line, north of 7 Highway. Mr. Young was also injured.

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Second Line - 401 cloverleaf rejected, alternative sought

During discussion at Monday's Nassagaweya Council meeting, it was learned that a meeting between council and provincial officials that the proposed cloverleaf at the Second Line and Highway 401 is not being considered, but that a First Line connection would be more suitable.

The problem of making a suitable entrance to the 401 Highway results from Gordon Agnew's attempt to develop a gravel pit on his Second Line property south of the 401. Ratepayers and councillors are seeking alternatives to having quarry truck traffic go through Campbellville.

Reeve Anne MacArthur, Deputy-Reeve Jim Watson and Councillor Cal McIntyre had met with officials from the Ministry of Mines and Natural Resources

and the Ministry of Transportation and Communication. The meeting came following a heated dispute between the reeve and pit owner Agnew at an April 28 meeting called by the Village trustees in Campbellville.

Reject route

Deputy-Reeve Watson also mentioned that the officials had turned down a proposal to build a road along the property line through the centre of lots six and seven just north of the village.

Reeve MacArthur said the meeting was called "to feel out what their thinking was and to voice our concern that they would find a solution for the traffic problem." She added, "I felt they were very concerned and they would look into the matter." One of the definite actions to be taken is a traffic count in that area.

Gravel pit owner Gordon

Agnew was present throughout the meeting and he later told The Champion "We've been waiting for over a year and we can't and won't wait indefinitely. Basically, we don't want traffic to go through the village. The most logical place for a cloverleaf is at the Second Line. That is where the race track, Mohawk Trailer Camp and ourselves can most benefit. If they were to put it in at the First Line that would necessitate a service road from the Second Line, to be of any use to the race-track, and that would have to go over the railway tracks. It's more practical to open up the Second Line, especially since the government already owns what is called "wing backs" at the Second Line.

Inspector promoted

Chief Inspector J. A. Macpherson of the O.P.P. training branch recently was promoted to the rank of staff superintendent and director of the training branch. He succeeds Staff Superintendent E. V. Hicks in the post.



Chief Inspector Macpherson Recently promoted.

Born and educated in Acton, Staff Superintendent Macpherson, 49, joined the Ontario Provincial Police in 1949 and served at Chatham, Rondeau Park, Ridgeway and St. Thomas before joining the O.P.P. College staff at general headquarters in 1965.

Staff Superintendent Macpherson resides with his wife and two boys on Hillgrove Road in Clarkson.

O'Connor on committee studying harbors in B.C.

Terry O'Connor, Halton MP was one of a five-man Conservative Caucus committee which spent last weekend studying, first hand, harbor and port facilities and problems in the Vancouver area. The group included Tory MP representing ridings with harbors on both coasts and the Great Lakes. Halton has two fine natural harbors, on the 16-mile creek and at Bronte, both of which are being planned for redevelopment, O'Connor said.

On Saturday the committee toured three small craft harbors at the mouth of the Fraser River and on Sunday they spent the day in Vancouver's huge port.

"It was interesting to note the close similarity to our harbors, in terms of size, facilities, and problems, of the Fraser's small craft harbors, even though the chief function of them is to service the salmon and crab fishing fleets rather than pleasure craft. For instance the harbor at Ladner, almost exactly the same size as Oakville's is badly in need

of redevelopment. Like us they have been attempting for some time to obtain federal government assistance, with about as much success," said Mr. O'Connor.

Go with users

The group was escorted around the area aboard a 38 foot West Coast gill-netter, a small trawler unique to the area. On Saturday their guides were representatives of the 6,000 member B. C. fishermen's union and on Sunday they were the guests of the executive of the International Longshoremen and Warehousemen's Union.

"We arranged the tours and briefings through these groups in order to see the problems from the viewpoint of the every day user of the port facilities. We were attempting to avoid the inevitable snow job one gets from civic and government authorities on such tours," O'Connor commented.

The information gathered will assist the party's Transport and Public Works committees in preparation of overall policy

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