

# The Canadian Champion

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## Track rolls lights go out

Hydro service in the district was cut off, a truck received \$10,000 damage and its driver suffered multiple bruises in an accident at Campbellville Wednesday morning of last week.

The oil tanker driven by Alvin Smith, 55, of Pickering, failed to negotiate a curve on the Green Line at the south end of the village, crashed into a hydro pole and rolled over. Police said the truck came down a steep embankment at Crawford's Lumber Mill.

The driver was treated at the Joseph Brant Memorial Hospital, Burlington, for bruises, but was later released. It took most of the day to clean up the spilled oil and restore hydro service to the district. Damage to the pole and wires was estimated at \$500.

## ACTION

Councillor Ted Tyler told council last week he intended to make a motion at the next meeting of council asking a by-law be drafted up to close Mill St. from Main St. to John St. so a shopping mall could be made on the two Mill Street blocks.

## Sewer committee to rule

# Who gets sump pumps?

"Who decides who gets a sump pump?" Mayor S. G. Childs wondered during Monday's Council meeting, after council two weeks ago authorized installation of back water valves and sump pumps in "the existing homes in town that have been affected in the past or are affected in the future by backing up of sewage in the basement."

"It's well known to the foreman who has problems", Deputy Reeve Menefy, one of the proponents of the program, declared.

Mayor Childs noted an application had already been received from a Woodward Ave. resi-

# Predicts homes too expensive if 1400 square feet demanded

## Council lowers limit to 1,350 ft. average

"The people who need these houses won't be able to afford them," councillor G. Krantz argued as Milton council re-drafted its two-week old resolution on requirements for future housing.

The previous resolution called for an average of 1400 square feet over any group of houses on which permits were sought at any one time, a minimum of 1250 in any one home.

Councillor C. Johnson opposed the two figures in the allowance suggesting the figure should be 1350 square feet minimum. He suggested the two figures were discriminatory since a person wishing to build a single home was restricted to 1400 square feet while a developer could include some 1250 square foot homes in a block he would build to average 1400 square feet.

When Councillor B. Best estimated such homes would cost about \$24,000. Councillor Krantz voiced his opposition. Councillor C. Fay suggested some in older homes might choose to move to newer ones, releasing older homes for those who could not afford the higher priced homes.

Council adopted the 1350 square foot minimum in a re-drafted resolution.

Councillor Johnson also emphasized the importance of making the \$1,000 capital levy against the lot rather than against the home as the earlier resolution suggested.

Councillor B. Best recalled his committee had recommended to the finance committee at the first of the year that a capital levy by-law be drafted. "Right now a builder could

come in and apply for a permit on an apartment building and get it without making a capital levy," he emphasized.

A resolution was drafted authorizing the preparation of a capital levy by-law and in the meantime requiring a levy of \$200 per suite against apartments on which permits are sought.

P. K. McWilliams, present to present engineering plans on a nine lot area, suggested the capital levy should be paid at the time building permits are sought. Council had called for the capital levy to be paid when the plan of subdivision is registered. Mr. McWilliams noted a subdivider had to pay for installation of the services, the land, and now the capital levy.

"You're making the business of subdividing more costly in putting together the capital. This affects the public too," he argued.

"It's a lot less confusing. Call the question," Deputy Reeve Menefy urged. The council's position remained unchanged.

## Safety checkers nab unsafe cars

The Ontario Department of Transport safety checking station processed a total of 292 cars during its five day stay in Milton last week and found at least two of them deemed unsafe for driving.

Last year 280 cars were checked, with only 84 of them passing tests and receiving windshield stickers.

Cars are checked on 38 points including ball joints, tie-rod ends and brakes, wheel alignment, general visibility, horn, glass condition and torn fenders.

The station moved into Milton Plaza parking lot Tuesday morning and left Saturday evening.

## School appeal is dismissed

The appeal launched by the Town of Milton against an Oakville Committee of Adjustment decision to approve a land sale to the Milton District High School Board, was dismissed by the Ontario Municipal Board.

Milton, subsequent to launching the appeal, was persuaded to withdraw its objection when members of the High School Board appeared at a meeting.

The Board has agreed to purchase 4.968 acres from Cecil McCann to enlarge its present site. The land was in the town of Oakville and permission to separate it from the larger tract had to be sought from the Oakville Committee of Adjustment.

Basis of Milton's initial objection was the failure to provide for the extension of the streets into the area by the owner. It called for a dedication of land to the municipality for a future road.

**To widen, repave 25**

Within a month, work will begin on the repaving of Highway 25 from the MacDonald-Cartier Freeway to Acton.

The project will take approximately three months, and includes a two-foot widening of the stretch between the 401-23 cloverleaf and Campbellville Sideroad.

A surface similar to the present one will be applied, a spokesman said.



SOUVENIRS OF MILTON were presented to visiting antique car enthusiasts when they paraded briefly in Milton during the London-Brighton tour. Here Reeve A. Ledwith and Councillor G. Krantz extended a suitable welcome to Una and Wilbur Miller beside their 1925 Chevrolet. It was the couple's eighth trip in the London-Brighton rally. (Staff Photo)

## Three rebuffs from Premier

# Town will meet Mr. Spooner

For the third time, Premier John Robarts has told Milton Council he is too busy to meet with them regarding their annexation problem.

When Council persisted after the second rebuff, the Premier wrote that the "Hon. J. W. Spooner, Minister of Municipal Affairs, would meet them August 8 at 2.30 p.m."

"The Hon. Mr. Spooner points out, in connection with your request for a meeting, that the Council has already been advised that the decision

to postpone a further hearing of the application in question was made by the Ontario Municipal Board on its own responsibility."

"I regret that, because of the pressure of other business, I will not be able to be present at this meeting," the Premier wrote.

"I don't think there is any use meeting Mr. Spooner," Mayor S. G. Childs concluded.

"Nothing ventured, nothing gained. I'd be prepared to go as one of the delegates," Councillor B. Best offered. Councillor C. Johnson agreed he would attend and Mayor Childs hoped he would be able to get away.

Deputy Reeve C. Menefy endorsed the three man committee and suggested if they had to take Mr. Spooner out to lunch, take him. "And if you have to buy a bottle, buy one."

# New works building, town hall renovations cost \$14,804 extra

The town hall renovation and works building construction went \$14,804.11 over its \$80,000 allocation, Milton Council was told Monday, as they were asked to approve a by-law authorizing the additional sum.

The town hall renovation came in at \$71,181.37 and the

new works building at the sewage treatment plant site to house town vehicles and facilities cost \$23,622.74.

Of the \$94,804.11 project, \$71,878.08 will be debentured. Winter works benefits totalled \$13,549.50 and a forgiveness clause in federal provincial borrowing amounted to \$9,376.53.

# Automation hits cherry harvesting; cherries shaken off trees



**Photos show cherry farm's new processes**

**HARVESTING TIME** is a busy time around the Bell School Line Braeside Farm, where a staff of about 30 is handling close to 200 tons of cherries in this year's excellent crop.

**TOP LEFT:** Three local women working on the pitting machine inspect the cherries before they reach the automatic pitter, culling out any imperfect cherries. The machine can pit the cherries as fast as the conveyor belt can feed them in.

**TOP RIGHT:** Harvesters work with a new rig called a "shaker" to de-nude the cherry trees of the tasty fruit. Two machines can strip a tree in five minutes by shaking the branches. The cherries fall on the light-colored plastic trampolines and roll into the collector bins.



**BELOW CENTRE:** Braeside owner Les Hughes (top, right) keeps an eye on the pitting machine as employees scan the conveyor belts for any undesirable cherries. In the foreground are some cherries already canned and awaiting sugar and lids.

**BELOW RIGHT:** Out in the orchard, a workman gently transfers a panful of fresh-picked cherries (about half a

tree's yield is shown in the pan) to a bin of ice cold water, which quickly hardens the cherries and keeps them fresh until they reach the pitting operation. (Staff Photos by Roy Downs)



**BELOW LEFT:** A close-up of the machine which operates on the chain saw principle to shake the branches and fell the cherries. The rig weighs 25 pounds but after a couple of days the men get used to the sore shoulders and arms.



## Pit cherries at Braeside by machine

Automation has finally hit the cherry industry. Gone are the days when a horde of 200 pickers invaded the local orchards to pluck the juicy delicacy from the trees, armed with baskets, ladders and stands. Now a pair of motorized "shakers" can strip a tree of its fruit in five minutes.

Even the old-fashioned cherry-pitting operation has disappeared. Now a dozen employees can operate a massive pitting machine that knocks out 100 pits at one blow. A fresh picked cherry could, with today's modern machinery, be harvested, pitted, washed, packaged, sugared, sealed and rushed off to the freezer within half an hour, never touched by a human hand.

They're doing it, daily, for the three week cherry season at the Milton area farm called Braeside Farms. Owner Les Hughes is justifiably proud of his automated process which introduced the pitter a couple of years ago and this season took a new turn with the advent of the shakers.

The two shakers take a seven-man crew to operate, but they replace a crew of 200 men, women and teenagers who used to labor for three weeks to strip the farm's 55 acres of cherries — between 4000 and 5000 trees heavily laden with the fruit.

The men place baskets beside the base of the tree, covered with a plastic material on which the falling cherries bounce and roll into the collector pans. Two men advance on the tree carrying portable engines resembling chain saw motors, outfitted with 10 foot aluminum poles on the end of which is a rubber-limbed jaw. The jaw clamps on a cherry-laden branch, the motor goes "vroom" a couple of times, and the branch literally gets the daylight (and cherries) shak-

(Continued on Page 7)