

## Another rootin' tootin' show



"HONEST, OFFICER, I was only doing five miles an hour" ... Harold Gaddy of Binbrook, who delights Steam-Era crowds with his penny farthing bicycle each year, shows off his antique to one of Milton's policemen during Saturday's parade.



THE HON. W. A. STEWART, Ontario's Minister of Agriculture, officially opened the successful 1969 version of Steam-Era in Milton Saturday at noon. He rode in a parade through town in this unusual steam car owned by Gordon Smith of Orillia. Mr. Stewart is pictured at the tiller with Mr. Smith at his side. The 1900 vintage vehicle is the oldest licenced antique automobile in Ontario.



ANGUS McKELLAR of Galt is a man who loves the era of steam, and his beautifully restored 1907 George White steam traction engine gets treated with TLC—Tender Loving Care. Mr. McKellar is pictured up top, making some last-minute adjustments before Saturday's parade through town that was part of the highly successful 1969 Steam-Era.

# The Canadian Champion

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## CROWD DOWN TO 18,000

# STEAM-ERA IS BEST YET

Despite a noticeable drop in attendance, a combination of fine weather, increased exhibits and better programming paid off for its organizers and Steam-Era '69 was a successful reunion. Staged in Milton Fair Grounds all day Friday, Saturday and Monday, this year's reunion of the Ontario Steam and Antique Preservers Association topped all previous shows in the number of exhibits and the entertainment it provided for visitors.

A hasty calculation of gate receipts Monday evening indicated total attendance was around 18,000 this year—down about 4,000 from last year. The record-breaking crowd of 30,000 in 1966 still stands as a record. Officials said they were down about 2,000 below last year when the Friday and Saturday receipts were tallied, and Monday's crowd appeared down about 2,000 as well.

Increased activities for the lady visitors, a host of new equipment, and bigger and better displays in every hall and every part of the fair grounds made the 1969 event the best yet, however. It was the ninth annual reunion in Milton and directors, exhibitors and spectators all agreed it was the finest show to date.

Rain fell only twice on the Steam-Era, and neither

downpour did any harm. A few drops fell on the fair grounds midway through Friday afternoon, but it was hardly enough to soak anyone. The grounds must have been on the edge of the storm, as it hailed and a real downpour was felt in the north end of town at the same time Friday. Saturday at 6.30 a.m. it rained for an hour, but the rain ended before the show opened for the day and the downpour did no damage—in fact it helped settle the dust on the race track and ball diamond where the steam engines, tractors and antique vehicles stage their parades.

Equipment-wise, the 1969 reunion topped all previous shows in both quantity and quality. Judges had a tough chore sorting out all the entries in the competitions for "best restoration" jobs on gas tractors and steam engines. There were 34 steam engines, 53 gas tractors, 28 antique cars and trucks, and over 125 gasoline engines on display, all of them restored, running and working like they used to in the earlier days of the century.

A new display this year beneath the grandstand was the pioneer home, an arrangement of three rooms of pioneer

furniture arranged by the ladies of the club. Here women did spinning and weaving, quilting, apple peeling, corn grinding, clothes washing and rug hooking, using the implements the pioneers worked with.

Around the grounds, the big engines and tractors were busy operating the fan, the dynamometer (used to test horsepower), the threshing machines, the sawmill, the saws, a stone crusher, or busy trying

to balance on the teeter totter. Several competitions were run off at the grandstand, including slow races and belting up contests. Daily parades within the grounds and a large parade from the Milton Plaza to the fair grounds on Saturday were other highlights of the show.

Up the track from the grandstand, the largest collection of gas engines, over 125 of them, sat puffing and chugging away all day long. Six model railroad

engines rolled around a track at the north end of the grounds.

There was a bicycle built for three, a "locomobile" and a horse-drawn omnibus offering rides, and even a miniature four-car ferris wheel to entertain the young ones.

Four halls were full of exhibits—agricultural implements, early postcards and advertising cards, farm antiques

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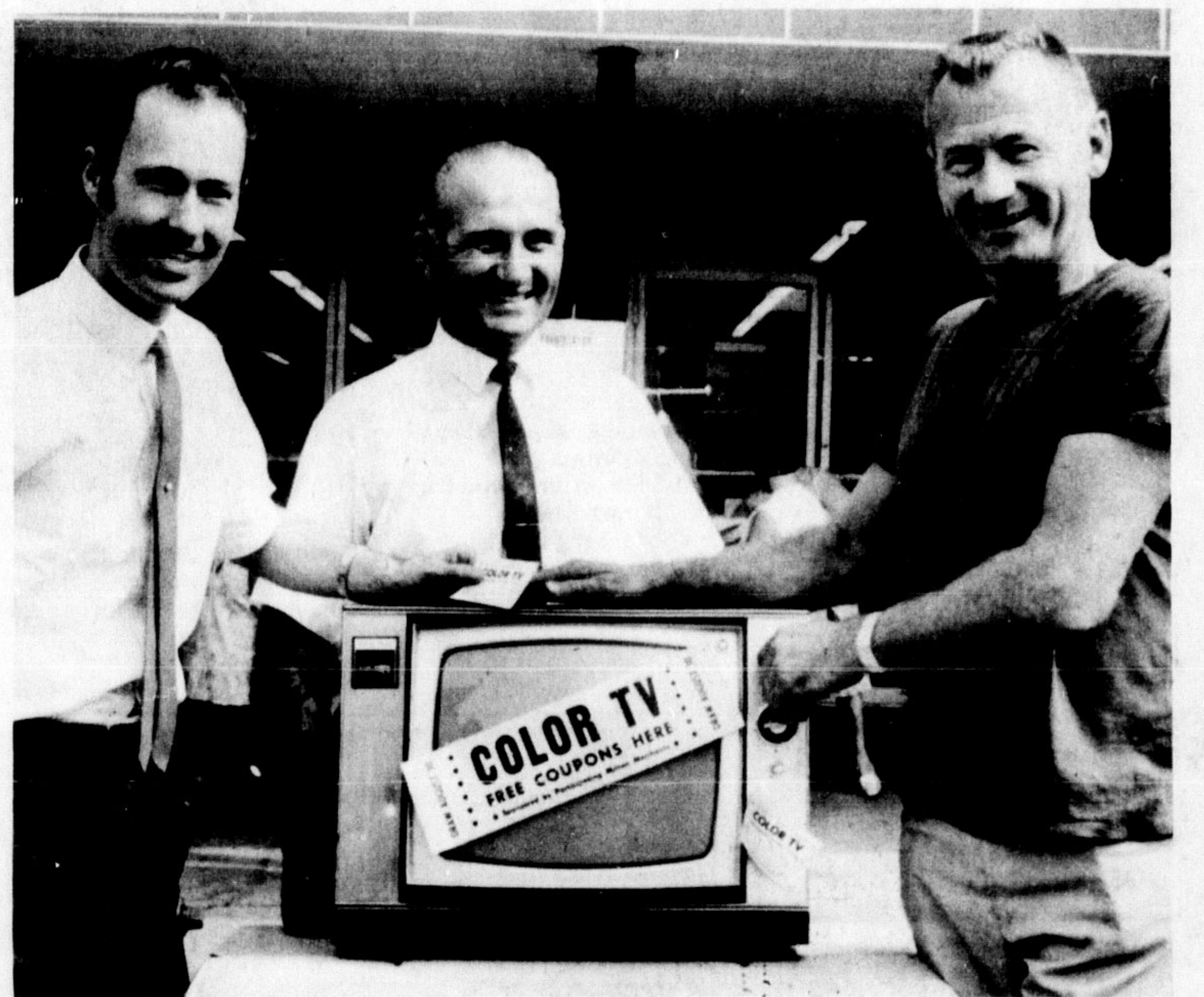
## Divert Highway 25 from centre of town

Approval for the \$71,344 project that will divert Highway 25 away from the centre of Milton, was granted by Milton Council Thursday in a special meeting.

Approval of the Department of Highways will be sought on the project following the three readings of the implementing town-by-law. The town share of the project is estimated at

\$12,000 with provincial grants on some sections at 50 per cent and some at 90 per cent of the cost.

The work will include installation of traffic signals at the Main-Ontario St. corner and pavement improvements on Ontario St. and the Base Line which will become the new route of Highway 25.



THE SIDEWALK SALE held by Milton merchants including those in the main part of town and at the Milton Plaza finished on a happy note Saturday when the winner of the portable color television was selected by Mayor Brian Best. Andy

Graham, the winner, shown on the right with his new television is congratulated by Mayor Best and Ross Brancier, president of the Chamber of Commerce.—(Staff Photo)

## All that smoke

### Not air pollution — just nostalgia

All that smoke coming out of the engines and tractors at the Steam-Era was "not air pollution—it's just nostalgia," Milton's Mayor Brian Best told a huge crowd at the official opening of the steam and antique reunion on Saturday.

Agreeing with him was Ontario's Minister of Agriculture, William A. Stewart who officially declared the show open. "I'd be the first to support your contention that this kind of pollution IS nostalgia," he added.

Mr. Stewart, the mayor, Reeve A. Ledwith and Steam-Era president Gordon Rayner spoke briefly to the crowd during Saturday's noon parade at the fair grounds. Mr. Stewart had a ride in the parade, smiling and waving from the front seat of a 1900 vintage steam car owned by Orillia M.P.P. and former Steam-Era president Gordon Smith.

"When we can put a man on the moon, it's good to remember the people of the past," Mr. Stewart told the audience. Had it not been for the people who invented the machines that star in the steam reunion, man would not have been capable of much of his modern technology of today, he claimed.

"To me, this show is a move back into the past and it's a past

we should be proud of."

Mr. Stewart gave just a hint of the provincial agricultural museum the Province is planning to erect at Kelso Conservation Area. The project, first announced four years ago, has been stalled awaiting government financing. The

Steam-Era sponsors hope to work hand in hand with the government and stage their annual reunions at Kelso when the museum gets underway.

"As soon as it is financially possible we hope to have a more permanent home for you," the minister promised.

# 365 Rovers meet at Kelso to participate in Moot '69

Over 365 Rovers from various parts of North America gathered over the holiday weekend at Kelso for the 33rd annual Rover Moot, called Moot '69.

They came from as far away as Texas and Edmonton and as near as Milton and Oakville to spend three or four days at the campsite under clear skies and high temperatures.

The Moot's theme was "Knighthood Through Challenge" and most of the events taking place took the form of early chivalrous contests. Host Rover crews from Milton, Oakville, Bramalea, Brampton and Norval all wore white robes with red crosses on the front to signify they were officials.

No Moot would be complete without a king and he was in the form of Gary Clark who was also camp chief. He was complete in detail from the crown on his head to the royal red robe on his back.

Many crews registered at the camp on Friday and Saturday and very quickly got into the swing of things. They participated in events such as log sawing, caber tossing, a car rally and the surprisingly popular horseshoe pitching. All the points gathered in these events during the Moot went towards the selection of the best crew at the weekend event.

Saturday evening saw a talent show held below the campsite at which professional and amateur entertainers competed for the crowd's applause. Folk singer Dave Bradstreet entertained for most of the night and into the small hours of the morning.

One of the most popular and funniest highlights of the competition events of the Moot was the donkey jousting. It was patterned on the jousting tournaments of mediaeval times although the only protection offered these modern-day knights at the Moot was a crash helmet and a tin shield. They

were equipped with foamrubber-tipped lances and there were no saddles on their trusty steeds.

The two steeds used were a small donkey and a rather large

mule, with the little donkey usually emerging the victor during each joust. The number of hits on the opposing knight's shield was the determining factor in selecting the winner.

Monday topped off the successful Moot with the presentation of awards to top Rover crews in each event. The top crew for the weekend in all activities was the Centinel crew from Port Credit.

Rover officials had nothing but praise for the many people in the Milton area who helped out at the last minute by supplying bleachers for the talent show, digging holes for the latrines and other work-saving jobs. They also expressed thanks to the owners of Kelso, the Halton Region Conservation Authority. The Moot's secretary Bill Cummings from Bramalea said, "the Conservation people are really great to work with."

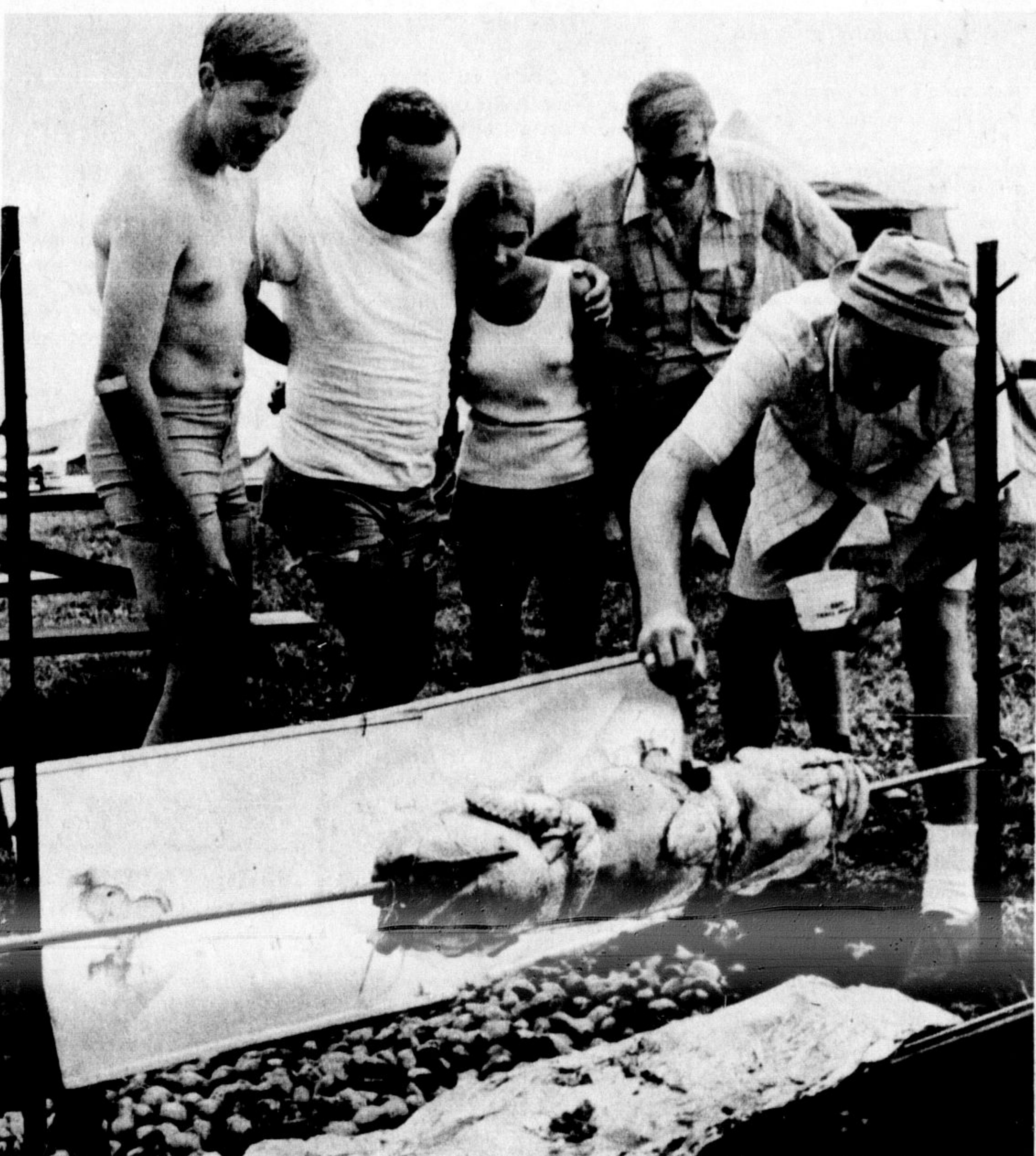
Mr. Cummings and the king both commented on the success of the "Knighthood Through Challenge" theme and said a humorous theme like this was better for all concerned—Rovers were encouraged to yell such ditties as "the king is a fink" and "kingo is a weirdo" at his majesty.

The camp was on the go 24 hours a day and the Rovers seemed to appreciate the fact they were being treated as adults and given this freedom. The refreshment booth was open 24 hours a day also and served up such drinks as "Moat Water" and the "King's Special".

Spirits were high throughout the camp although the Rovers did manage to get in a few tent raiding escapades during the night.

Rovers and their American counterparts travelled thousands of miles to be at the Moot. Two came from Texas, a 14-man contingent from Glasgow, Kentucky, a full Rover crew from Kapuskasing and some from Edmonton.

They all left Kelso Monday afternoon loaded with traded badges and the addresses of many newly-made friends.



ROASTING SUPPER on an open spit at the Rover Moot was the job given to these Rovers from Toronto. Richard Grice, far left, Dave Ingham, Nancy McLintock and John Dow watch as Mike

Ingham butters up the turkeys over the open charcoal spit. This group of enthusiastic chefs was responsible for the Saturday supper for their section of camp.—(Staff Photo)