

**Milton Then and Now**

**The year 1911 in Milton**

By Mel Robinson

When I started reading old issues of the Canadian Champion I chose the year 1911 as a starting place. I have been reading one issue a day and have now read all the issues for that year, filling items of information away on index cards. At this year's end it seemed appropriate to recall some of the highlights of that earlier year.

In January details were emerging as to the failure of the Farmer's Bank. This was a disastrous event for many people in Milton and the rest of the county. Apparently the bank was financially weak. In addition money was advanced to the promoters of the Keeley Mine and it could not be recovered. There was a loss of more than half a million dollars.

When the bank failed, many residents of this area lost heavily on the savings they had on deposit. Many local investors found that the shares they had purchased were worse than worthless because ownership of the bank's shares involved double liability. As a group the creditors of the bank (mostly the depositors) had a right of action against each shareholder for an amount equal to the par value of his share holdings. News items appeared regularly through the year about court proceedings and political appeals relating to this bankruptcy.

By March 16 Milton once again had three banks. The Bank of Toronto opened an agency in the Farmer's Bank building which still stands at 196 Main St. N. Murray Campbell was moved from Coldwater back to his home town to act as manager of the new agency.

For many people of the town the Coronation of King George V was an event of great significance. Ties with Britain were very strong. A large number of the town's residents had come from England in recent years. Suggestions were advanced that school children be provided

with mementoes of the occasion along with a free picnic and tea.

Another suggestion was for a firemen's sports day. Businessmen and homeowners put out a great display of flags. On the last Sunday of June the Anglican Church used the special Coronation service both in the morning and the evening. On the same weekend there was a big sports day program.

In local politics the big issues of the year were the repair work on Milton Public School, and the successful extension of the waterworks system to draw on the Agnew springs.

In the federal election in September David Henderson, the Conservative candidate, defeated his Liberal opponent, Walter Harland Smith. It was a very hard fought campaign. The main issue was a proposed agreement for tariff reciprocity with the United States. In both the county and the country as a whole the Liberals and the idea of reciprocity were defeated. The official count for Halton was Henderson 2,618 and Smith 2,199.

There was also a provincial election on Dec. 11. It was apparently the cleanest election held in the county up to that time. The only celebration at the end of the election day was a bonfire opposite the McGibbon Hotel. As the turns were bad and the weather wet, the turnout of voters was light. Dr. A. W. Nixon of Georgetown won for the Conservatives with a vote of 2,385 to the Liberal vote of 2,052 for R. D. Warren.

On the first day of June the regular 10-year census of Canada was started. J. H. Peacock of this town was Commissioner in charge for the county. Milton enumerators were C. F. Earl, F. Pearen, and W. J. Dewar.

In November the published figures for Halton's urban communities were: Milton 1,657; Acton 1,729; Burlington 1,831.

Georgetown 1,574; and Oakville 2,272.

During the year the Winn Shoe Factory left Milton to relocate in Perth. The Williams Shoe factory moved from Brampton to Milton to replace it. Late in the summer the Brandon Pressed Brick and Tile Co. began producing brick at its plant west of Bronte St. and south of the Canadian Pacific Railway. The P.L. Robertson Co. Ltd. expanded its operations by the installation of a wire drawing department.

Officials of the Sunday schools in the area arranged for an excursion by special train to Toronto Island on July 11. Departure from Campbellville was 8 a.m., Milton Heights 8:10; Milton 8:15; Hornby 8:25. Attendance was about 500. There was a heavy thunderstorm during the afternoon but there was plenty of shelter. It provided a welcome relief from a prolonged heat wave.

1911 was the year in which residents of Milton began to turn to the motor car as a means of transportation. Several were owned by townspeople by the end of the year. Accidents involving the use of cars began to occur with some frequency on county roads.

For a town of its size, Milton had an eventful year in 1911. Even the weather was a matter of interest. There was extreme heat and a drought in the summer months, broken by some severe electrical storms. The fall rains were quite heavy and caused problems for the fall fairs in the area.

At the end of the year there was a green Christmas. December had been unusually mild. "There was no snow on the ground on Christmas Day, and no skating or curling in the rink. For the first time in the memory of the oldest inhabitant the ice on the pond was not strong enough for skating and there was open water in some places."

**Around the Campfire**

**More on snowmobile safety**

By Rocco Losole  
Ontario Safety League advises the snowmobiler to carry the following equipment:

Basic equipment consists of an extra drive-belt, spark plugs and the necessary tools for their installation.

For long distance treks you should be equipped with the following emergency gear:

1. A pair of snowshoes or skis for each passenger. This is just as necessary as life-jackets in a boat if stranded miles from the nearest snow-plowed road.
2. Emergency fuel supply.
3. A lightweight block and tackle with 50 feet of 1/4-inch nylon rope. This could mean the difference between abandoning your machine or continuing your trek if badly stuck.
4. Topographical map of area to be travelled and compass.
5. Hand-axe, hunting knife, waterproof container of

matches and a small pan or kettle.

6. Dehydrated emergency rations and some tea bags. Always keep these in reserve for an emergency.

7. A compact first aid medical kit.

8. A small-sized, water-proof tarpaulin and space-type survival blanket.

Clothing should be warm and wind-proof. An approved crash helmet should be worn at all times when operating a snowmobile.

Do not wear loose scarves or clothing which could become tangled in moving parts.

Keep clothing and footwear dry. Don't become overheated. Loosen clothing at the throat to allow warm air to escape as necessary.

Watch for frostbite when out in below zero temperatures. They will appear as white spots most frequently on exposed parts such as ears, nose and cheeks. Watch

each other for these danger signs.

Minor frostbites can be thawed out with the heat from a warm hand or a warm compress if available. Do not rub with snow or massage as this will damage the frozen skin tissue. Extensive frostbite should have expert medical treatment as soon as possible.

3. If a shelter is needed, it can be made with snow, poles, evergreen boughs or anything that will break the wind. A person can be quite comfortable with a fire built to reflect its heat into an emergency shelter, even in sub-zero temperatures.

4. A hundred-foot circle trapped in the snow with paths radiating from the centre like spokes in a wheel can be readily seen from a search plane during daylight hours. Evergreen boughs placed upright in the snow beside the paths are helpful. They will cast shadows on a sunny day.

A snowmobile is not a magic carpet. It is a mechanical means of transportation designed to travel over ice and snow within the limits of its ability. Learn and respect these limitations.

**HOW TO SURVIVE IN AN EMERGENCY**

1. If your machine breaks down or you are lost under winter survival conditions—DON'T PANIC! This is vital to survival.

2. Conserve food and energy, and take careful stock of the situation.

Light a fire. This will keep you warm and attract the attention of rescuers on the ground or in the air.



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**Between the Willows**

By Don Byers

Just after the blinking lights of Donnie Sherwood's giant tractor disappeared from the end of our driveway (having cleared Winter's first "dump-on") I pulled on coat and boots and headed down to retrieve the Cutlass which we had left parked on Walker's Line.

As I have mentioned before, we live on the eastern slopes of Mount Nemo. And our driveway, at this time of year, represents a challenge to both driver and machine.

I followed the usual routine—backing some 100 feet south on the road, taking a deep breath, and pressing down hard on the accelerator.

The first hazard to overcome is to hang a sharp left at the mouth of the driveway at just the right speed to avoid sliding into the tree on your right.

This I accomplished with flying colors. Now, the trick is to hold your momentum to the curve about mid-way up—then gun it for the final shot.

Passed again. Haven't lost the old touch. Then, as I slithered and slid to within about 15 feet of the top, disaster struck. Suddenly I found myself off the driveway in deep snow, and as if that was not enough, with the front and back wheels on the driver's side embedded in the soft mud of one of my beloved springs.

And there I was. It was not so much that I was stuck. It was

**The Devil's own driveway**

the deep embarrassment of this happening to an old pro.

"Not to worry tonight," said Rhea. "We'll get it out tomorrow. We always have."

Next morning Dave and I went out to inspect the situation. It had turned bitterly cold and the mud of the spring had frozen.

"How the hell did you get 'way over here?" he asked.

"If I knew that, we wouldn't be standing here now up to our armpits in snow!" I replied, with ill-disguised humiliation.

"Maybe I can pull you out with the Chevy. I'll get the chain from the barn," he said.

"But I don't know. You're really in there."

After much digging (during which I pulled a muscle in my back) we hooked up the chain. Dave backed up the Chevy. The chain became taut. There was a jolt and the Cutlass started to move DEEPER into the snow.

More digging. "This is hopeless," said Dave. "I almost slid off myself trying to tow you out."

"Let's have another go!" said I.

He manoeuvred into position and we hooked up the chain again.

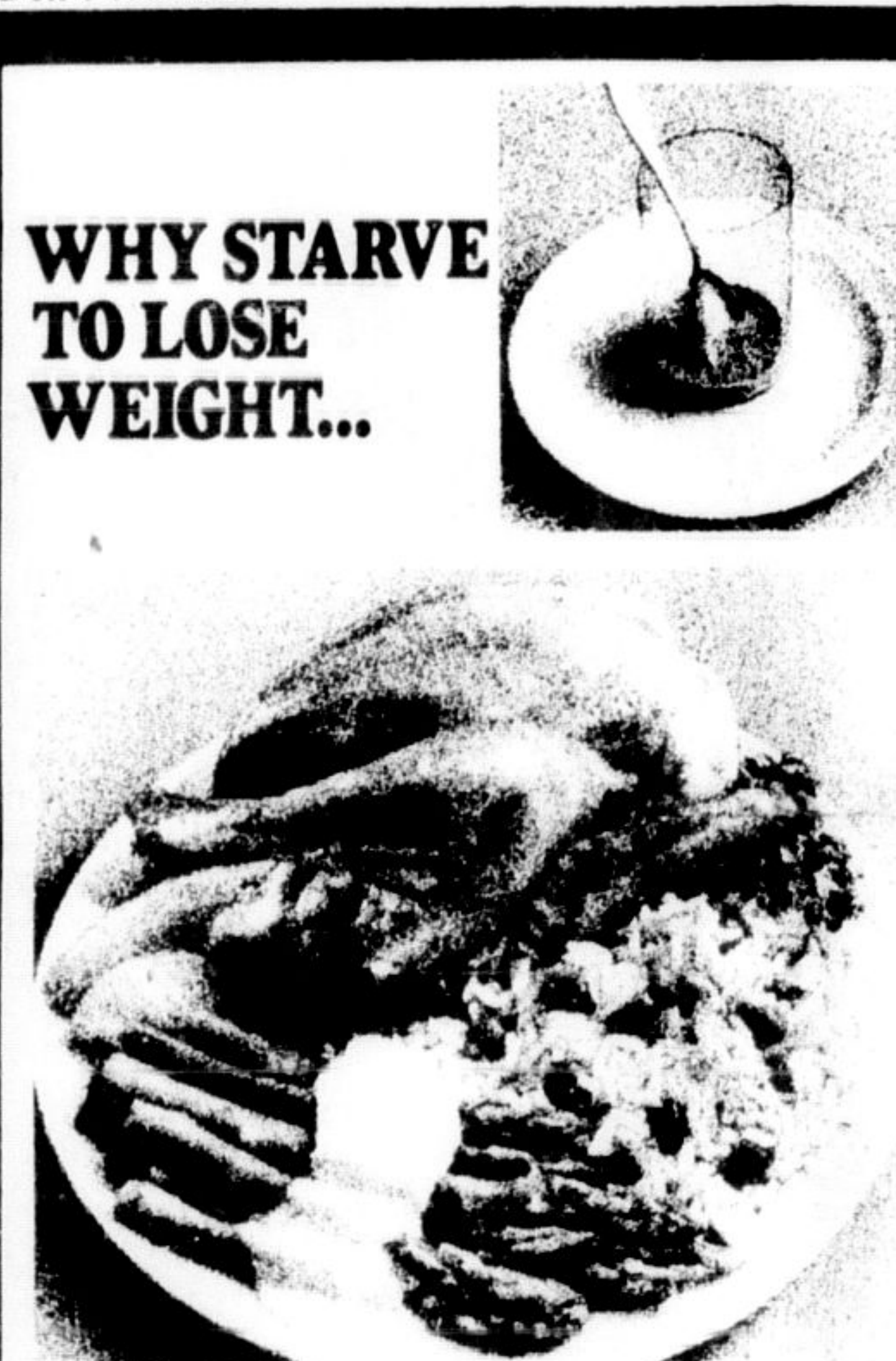
Another jerk. The Chevy's wheels were spinning. Then the Cutlass began to move and in seconds there I was back on the driveway.

Dave jumped out—his arms in the air—as if he had just scored a touchdown.

"We did it! We did it!"

Well, Old Man Winter, we've won the first

round. What do you have coming up next? Don't tell me.



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| <b>GUELPH</b><br>St. Joseph's Parish<br>409 Paisley Road<br>Thurs. 7:30 p.m.             | <b>MISSISSAUGA MEADOWVALE</b><br>Weight Watchers Head Office<br>6610 Turner Valley Road<br>Mon. 7:30 p.m.<br>Wed. 9:30 a.m. & 7:30 p.m. Thurs. 12 noon |
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