

Milton Then and Now

Milton's Bousfield Survey

By Mel Robinson

In 1911 there was a great deal of interest in three industries. The J. W. Williams Co. decided to move its shoe factory from Brampton to Milton. It took over the building vacated by the Winn and Co. shoe business at 181 Main St. East. This helped to dispel the gloom generated by the removal of the Winn firm to Perth.

In August 1910 the Imperial Foundry Co. purchased the local foundry business of Stevenson and Edwards (on Mill St. where Davie Anderson later did business for so many years?). The new firm was under very progressive management. During 1911 it was reporting progress in the development of a hot water furnace to be used in homes, apartments and other buildings. By the spring of 1912 the firm purchased a two and one half acre lot from the Martin Bros. toward the east end of Main St. They put up a large cement building on it, near the CPR station in 1913.

The third company was the Edwards Electrical, makers of electric motors. When it decided to transfer from Toronto to Milton in April 1911, attention was focused more sharply on the need for development of the part of the town which lay east of Martin St. and north of Main St. There were a few homes on Main St. east of the Anglican Church, a few on the west side of Court St. Martin St. was fairly well built up. North of the CPR tracks was mostly open field. There was, however, the Willmott building along the north side of the tracks, across from the old CPR station. It had a foundry department and was used for the produc-

tion of farm implements. The firm had gone out of business.

Local businessmen on the Board of Trade were trying hard to persuade some progressive firm to come to town and use the Willmott Building. In 1910 one manufacturer of plows and other implements made enquiries. A Toronto manufacturer of wire screen became interested in that year, too, but fortunately its plan was turned down by the Board of Trade. Next year that firm's promoters were charged with fraud in Toronto courts. A group of local men thought of forming a joint stock company to acquire the Willmott property. Early in 1911 a Hamilton firm showed interest. So did the Eastman firm of Toronto. In fact early in April it was announced that the Toronto firm had bought the property with a payment of \$4,000 and that it would take over the mortgage on it.

Something went wrong with that deal. Two weeks later came the announcement that the Edwards Electrical Co. was to take the Willmott Building. By July 20 the deal for the property was completed and the deed given. They would employ about 40 workers.

By April 1912 the industrial firms in town were complaining to the Board of Trade that there was a lack of homes for their employees. The Edwards Electrical Co. also wanted the town to co-operate with it in trying to secure an extension of Court St. across the CPR to provide easy access by road to its plant.

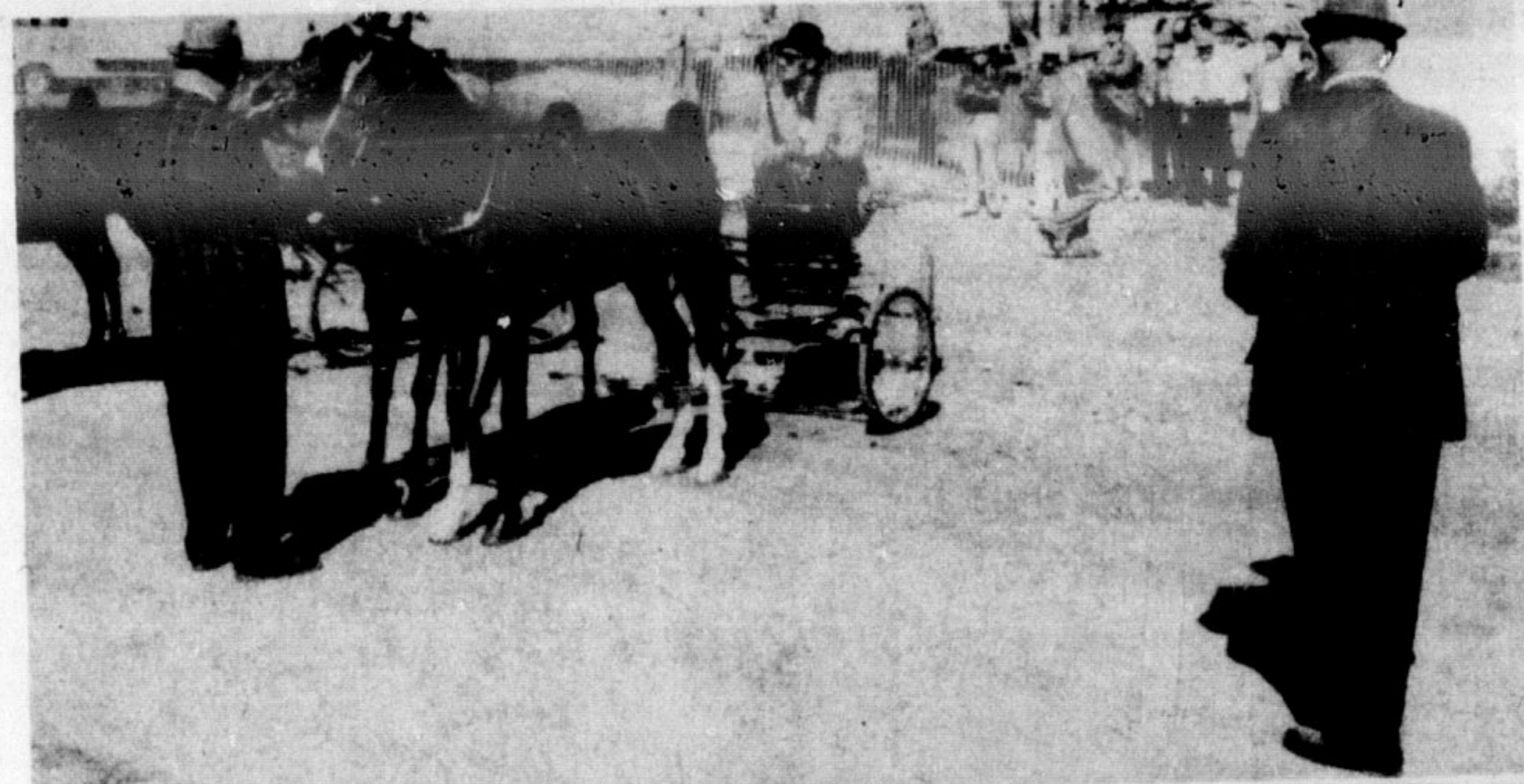
The idea adopted was to seek the building of a subway under the CPR tracks. Court

St. could then be extended northward into the Bousfield Survey. This would open up an area of dry, easily drained lots for development by home builders. In addition it would provide the desired access to the electrical company's building. Complaints continued that companies could not obtain married employees because of the housing shortage. There was pressure for action.

In April 1913 the Bousfield Survey was sold and a new subdivision north of the CPR was planned. Immediate steps were taken to grade the roadways and open the property for development. Ramshaw and Co. would offer lots later to builders at attractive terms. Tom Ramshaw had a real estate and insurance business and was Secretary of the Board of Trade.

In May 1913 the Board of Trade came up with another idea to improve upon the accessibility of the subdivision. A committee was formed to ask the Railway Commission and the CPR for a subway farther to the west. Part of the hill at Grace Church would be cut away and Fulton St. would pass under the railway and on into the new subdivision. Nothing more was mentioned about that idea.

With the war years' development of Milton's industries slowed down. There was a business depression in the post war period, early in the twenties. The eastward extension of Woodward Ave. did make the new survey more accessible. Three was some home building there, but development in that section of the town was very slow until the 1940's and 1950's.



HACKNEY pony team lines up for the judge's nod in one of the light horse classes at the fall fair in Milton.

Between the Willows

Riding the Camel Humps

By Don Byers

My first bicycle, a beat-up, second-hand machine, cost the huge sum of three dollars. I couldn't ride it home because the BSA coaster brake was jammed permanently.

It was some weeks before I was able to buy and install a new back wheel. But after that, the world was mine!

My friends and I rode for miles and miles. On warm, summer days we rode down to Sunnyside Beach, to swim in the frigid waters of Lake Ontario.

On other occasions, we travelled to the Humber River, and rode up and down the well-worn paths. One day we rode the QEW, shortly after it had opened, from Dixie Road all the way down to the CNE grounds; only to discover, from a friendly policeman, that bikes were not allowed on that busy highway.

We huffed and puffed our way all over what is now Metro Toronto, but our favorite spot, above all others, was the "Camel Humps," a path through a large tract of land on

Scarlet Road, on the then western outskirts of Toronto.

The route ran over a series of sharp knolls. At the right speed they simulated a ride on a roller coaster. The path ended abruptly on the brink of a deep, abandoned, gravel pit. Should you fail to brake, you faced an even more thrilling ride—in space.

I can't remember how many times I repainted my old bike. But I guess I averaged three color changes every summer. While attending a business session a few years ago in Toronto, I met a man who looked vaguely familiar.

"Remember me?" he asked, smiling broadly.

"I'm trying to."

"I'm the kid who swiped your bike for joy rides, while you and the rest of the older guys were playing baseball."

"And all these years I didn't know it."

"Now you do. And it's too late to get angry."

My beat-up old bike. Not your light and fancy 10-speed... but a magic machine that took me places I would otherwise never have seen.

While in England with the RCAF, we all had bikes. It was our major means of transportation over the charming, country roads. We cycled for miles, stopping to refresh ourselves at the quaint and quiet pubs.

I have not been on a bike for years. But if they continue to shove the price of gas out of sight, who knows?

Everybody needs a will

By Gordon W. Fuller

Last year, 40,000 Canadians died without making their last will and testament. Many of these people left their dependants without adequate protection and security; some of this would definitely have been avoidable had they made a will.

If your estate is under \$70,000, the problems may not be all that great, since the majority of the estate would be awarded to your principal heirs.

However, if you have a large estate your family may suffer delays and many inconveniences as a result of your negligence. Regardless of your wishes and no matter whether your family knows how you want your estate to be distributed, if you do not leave a will, your estate must be divided according to the laws of your province.

If the estate is left in the hands of the law, you may find yourself in an arrangement that is often inflexible and much unpleasantness can result. For example, in Ontario if a person dies intestate (without a will) the law requires that, if the deceased has children, the first \$50,000 plus one-third of the remainder of the estate be awarded to the surviving spouse and the remaining two-thirds be divided equally amongst the children (in trust, of course, if the children are minors). You can see that the surviving spouse, especially if not employed, would take a terrible financial blow under this system. Not only is the breadwinner gone, but a large portion of the assets are now tied up in trust. A will could have prevented this.

Without a will your estate may not be divided as you may have wished. In some provinces, for instance, a spouse who has been separated for years, may legally claim a right to \$50,000 of the estate of the deceased spouse if he or she dies intestate.

No one likes to plan for his own death, but it is necessary in order to protect your family or beneficiaries. It

means that you have control over your own property, even after death, and that simply makes good business sense. If you work now to support a family, doesn't it seem sensible to draw up a will to ensure their financial well-being in the event of your death?

Ask your accountant to advise you about succession duties and financial matters that pertain to your estate. Once you have decided to make a will, get a lawyer to draw it up. Legal fees for drawing up a simple will are modest.

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If your Canada Savings Bonds mature this year
Now's the time to reinvest in new Canada Savings Bonds
Here are three easy steps to keep your money working for you.

- 1 Locate and identify your bonds**
Two Series of Canada Savings Bonds mature this Fall:
1969/70 Series (S24) maturing November 1, 1978,
1968 Special Replacement Series (SR) maturing October 1, 1978.
Look for "S24" or "SR" preceding the serial number on the corner of your maturing bonds.
- 2 Find out the cash value of your bonds**
At maturity, every holder of "S24" or "SR" bonds will receive the face value shown on the bond, plus a special cash bonus payment and any interest payable on the bonds.
If you have any questions about the value of your bonds, just ask the people where you bank or invest.
- 3 Special arrangements make it easy to reinvest**
Simply present your "S24" and "SR" Series Canada Savings Bonds to your bank or other authorized redemption agent. All the paperwork

In connection with the redemption of your bonds will be done for you at that time. For "S24" bonds the transfer of funds will take place automatically on November 1.
In the same transaction, you can sign up for the new 1978/79 Series Canada Savings Bonds. You may reinvest all proceeds from your maturing bonds in the new Series. Also, you may buy an additional amount up to \$30,000, the purchase limit of the 1978/79 Series. It's a great way to keep your money working for you!

Act now
There are more than 900,000 Canadians who own maturing bonds. If you are one of them, go to your bank, investment dealer, trust company or credit union and make arrangements to reinvest in the new Canada Savings Bonds. Do it now and avoid the rush!

New Canada Savings Bonds offer you a great choice

With the new Series, you have a choice of bonds. There's a Regular Interest Bond that pays interest each year. And a Compound Interest Bond that reinvests your interest automatically, earning interest on your interest.

The Regular Interest Bond
If you want a regular annual income from your investment, you'll like the Regular Interest Bond which pays interest automatically each November 1.
If you're like many bondholders, you'll appreciate the direct deposit feature. With this convenient option, your interest is deposited directly into your chequing or savings account. Simply ask for it when you buy your

new bonds. Or, you can receive your interest by cheque through the mail.

The Compound Interest Bond
If you seek savings growth, or an investment for the future, or a retirement fund, you'll choose the Compound Interest Bond which earns interest on your interest, after the first year, at the guaranteed annual rate of 8.90%. For example, a \$100 bond will grow to \$181.74 at maturity in just 7 years.

Security and instant cash
Whichever type of bond you choose, you will own a safe, secure investment which can be turned into instant cash whenever you need it.

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New Canada Savings Bonds are dated November 1, 1978 and yield an average annual interest of 8.90% when held to maturity in 1985. Each new bond earns interest of 8.50% the first year and 9% for each of the remaining 6 years.
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