

Eleven men leave town in three days on train headed for Northwest

'Time Capsules' are gems of information extracted from past issues of *The Canadian Champion* and other publications to provide a window on Milton's past. Explanatory comment is sometimes provided to place the situation in context.

March 28, 1889

Three Nelson men left Milton on Tuesday on the C.P.R. colonist train. Altogether eleven passengers have left Milton via the C.P.R. for the Northwest during the past three days, one for Minnedosa, Man; one for Griswold; three for Brandon; one for Killarney, three for Douglas and two for St. Thomas, Dakota. There was also one for Au Saubis, Mich. There were two car loads of settlers' effects.

May 9, 1889

At the recent Whiskey Trials of Robert Bennett of Georgetown the hotel-keeper testified he "violated the law as little as possible" and complained the witness against him was a bad character.

May 16, 1889

Milton Council authorized the purchase of a pair of "nippers" for the chief constable. (Nippers were handcuffs.)

August 22, 1889

The County of Halton sold their crop of oats growing on the Court House Square on Saturday to Deputy Sheriff Clements for spot cash.

March 20, 1890

Mr. V. Chisholm has reorganized the Milton Amateur Dramatic Club and is superintending rehearsals of the melodrama "Robert Macaire" and the farce "Betsy Baker" for performance in April.

March 27, 1890

The Milton Musical Association met on Tuesday and adopted rules and regulations. Mr. Roblin has been engaged to teach the band and prospects are that it will soon be in a flourishing condition.

April 3, 1890

The Hyers' Coloured Minstrel Comedy

Milton Time Capsules



Co. gave three performances here. The company was a first class one, drew very large houses and is sure to do a good business if it ever comes to Milton again.

April 17, 1890

Mr. R. Gollins, a first-class cornet player, late of Shropshire, England and formerly of H.M.S. 53rd regimental band, has joined the Milton band. He is a good musician and a great acquisition. He is a house painter by trade and is open for contracts.

May 1, 1890

Several men are at work on the Court House Square planting trees and laying out walks.

May 15, 1890

Miss Bastedo has resumed her painting studies in the city. Her class here will meet for the present on Thursday and Saturdays at her studio on Victoria St.

May 22, 1890

Andrew Tock has placed in his store a new soda fountain and from which he can draw all kinds of cool and flavoured iced drinks.

June 12, 1890

A substantial stand has been erected this week on the north side of Main St. east of Mr. Lindsay's livery stables (Lido Restaurant site) for the evening concerts of the band.

July 10, 1890

There have been no cases of diphtheria here except the one reported a couple of weeks ago. That one, happily was cured. There are still a good many cases of measles.

This material is assembled on behalf of Milton Historical Society by Jim Dills, chair of research, who can be reached by email at jdills@idirect.com.

OUR READERS WRITE

THE CANADIAN CHAMPION

There are many reasons to oppose CN's intermodal terminal: couple

(The following letter was sent to federal Transport Minister David Collette and Environment Minister David Anderson and a copy was filed with *The Champion*.)

Dear Editor:

We're writing in regard to a planned CN intermodal terminal being built in our area. We really do believe that our lifestyle values as well as our property values are being compromised by CN.

The decision to build the terminal in an area of prime agricultural farmland, surrounded by rural dwellings, is, we feel, purely an economic one by CN. We in Milton know this terminal is to be built and has to go somewhere, but why does it have to be built in this agricultural area? We have an area designated by the Town's official plan for industrial development. This is where these types of industries should be built. Is it because CN is paying the landowners a lot less per acre than serviced land in the industrial area would cost?

This area of land (1,000 acres) is protected, we thought, both by our Town of Milton and Halton Region's official plans, which designated this area between Milton and Oakville/Burlington as open space to provide a buffer zone to prevent urban sprawl and protect the agricultural land. It was for this reason that most of us chose to purchase property here.

This, it seems, isn't really the case as CN has been telling us that it's covered by the Canadian Transport Act, and it can in fact come in and do as it pleases, regardless of any municipal or provincial acts, as long as they satisfy the Canadian Transportation Agency (CTA). If it's a federal law that allows a company to act this way, then it's a bad one.

We're also concerned with the fact that, as CN has already told us, at the opening of this terminal it will use only 100 acres, which will service 500 trucks in and out of the

facility. The roads these trucks will use were never envisioned to carry even a small percentage of that amount of traffic per day. Who will pay for the widening and strengthening of these roads? Who will pay for the upkeep over the years? We know it will be the taxpayers of Milton and Halton, not CN, which, however, will collect its profits on the movement of the freight.

CN claims it will use 450 acres, four-and-a-half times the original size, when the terminal is complete. Does this mean there will also be four-and-a-half times the amount of truck traffic? Even with 500 trucks per day, that's one truck every 2.8 minutes into the terminal and the same for those trucks exiting. I know these trucks won't be 2.8 minutes apart, so I believe we will see huge traffic lineups with the existing use of Regional Road 25.

By using the designated industrial area north of Milton, easy access is available from Hwy. 401. Building the terminal on the site CN has chosen will bring traffic through Milton from the north and along regional and municipal roads. There are many other routes available for trucks to use, again all municipal and regional roads, which weren't built to take the weight and size of these vehicles.

This area is overlooked by the Niagara Escarpment, a beautiful sight at all seasons of the year, both for the local residents and the many visitors that come to 'Escarpment Country' as our local theme for the area is called. How will this terminal impact that part of our lives? All of this will increase the air and noise pollution in the area, which is also of great concern to us. Even now on some hot humid days we have a layer of smog forming below the escarpment.

Although CN announced that it intended to build this terminal in February, we still have not received answers to our many questions. CN has visited some of the local resi-

dents and also held a public question and answer meeting, where there were many questions and very few answers. Its whole attitude to this is that it's going to build this terminal exactly where they have decided it should be built, regardless of any opposition from the public, Municipality or Region. In fact, when asked where they would build if their application were to be turned down by the CTA, a CN spokesperson replied that the railway would do whatever it took to build on this site.

We have heard some of CN reasoning about saving the environment. It says the fact that four of these intermodal trains per day would take 300,000 trucks per year off the roads. Unfortunately, those same 300,000 trucks would be still on the roads per year, all in and around Milton, to deliver those same containers to this new terminal.

There are many reasons for our opposition to this site including:

- Air, noise and light pollution
- Traffic gridlock around the area
- More accidents due to traffic increase
- Road deterioration (due to increased traffic)
- Road closures, leading to increased response times for emergency vehicles.
- Harm to the physical and mental health of the local residents
- Our quality of life being changed from living in a quiet rural, agricultural area to having this terminal placed in our midst
- Removing 1,000 acres of prime agricultural land to build this terminal
- Changing the natural habitats and migratory paths of the animal and birds in this area.

In closing, we would like to impress upon you our strong disapproval of the choice by CN of this site for a terminal.

Margaret and Bernard
Fryers
Tremaine Road

Have your say. Drop off a letter at our office or e-mail us at miltone@haltonsearch.com.



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