

Milton not hit quite as bad as nearby areas by storm; Hamilton gets dumped on hard with six feet of snow

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

February 1894

Monday's blizzard was worse elsewhere than in Milton. In Hamilton, the snow lay in some places from six to 10 feet deep, the street car service was stopped and the H & N.W. branch of the G.T.R. was so badly blocked that trains stayed inside city limits.

...

Monday evening's blizzard interfered with the attendance at the skating races but the ice was in first-class condition. Wonderful speed was shown by John S. Johnson of Minneapolis, Minn., champion of the world, at short distances.

Johnson is a slight but very muscular young man. The time made by Johnson in the three mile race is claimed to be the best on record in a covered rink.

...

A syndicate of Milton anglers is advertising for tenders for the construction of a pond on the farm of J.B. Scott, close to the Milton waterworks reservoir. They intend to stock it with brook trout from the hatchery of Charles Willmott, Credit Forks, who will have about 2,500,000 fry to dispose of in April.

...

Detective Murray arrived in Toronto on Saturday evening after a fruitless chase of about 20,000 miles after Chas. Henry Aitken, the Tottenham forger. Murray tracked his man through Peru, Chili and Buenos Ayres — where he gave up the chase.

He was doubtful he could be extradited. Aitken was at one time in the Bank of Hamilton and had charge of the Milton agency for a short time as relieving agent. Then he established himself in Tottenham as a private banker and in that capacity he swindled the Bank of Hamilton of about \$50,000 in forged notes.

March 1894

John Shaw, who worked for many years as hostler at the Wallace House and other

Milton Time Capsules



Halton hotels, and who, owing to old age, general infirmity and poverty has been an inmate of the jail here as a pauper for several years, died on Monday. An inquest was held on Tuesday as required by law and a verdict was brought in that Shaw died of natural causes.

...

Last Friday, an able-bodied tramp struck Milton and managed to get a pint of pure alcohol somewhere, drank it, and in a short time became almost crazy.

He made things so lively on Main Street that Chief Constable Bradley was summoned. The tramp did not take kindly to being arrested — fighting like a demon, scratching the chief's face and throat so that they looked decidedly sanguinary.

Finding it impossible to get the man to jail while he had the use of his limbs, the chief got a stout rope and lassoed him, wound him up like a Texan cowboy would a refractory steer and dragged him off to Castle Van.

Next morning Mayor McCollom fined the tramp \$1 or 30 days in jail, giving him a couple of hours to raise the money. However, the tramp disappeared very soon after he left the court and has not been seen again.

...

Milton swarmed on Tuesday with horse breeders, horse buyers and horsemen generally attracted by the third annual sale of the Halton Horse Breeders' Sale Association.

A fine lot of horses were offered and there was no demand for inferior horses. Mr. Buzzell, of Montreal paid \$550 for a pair of carriage horses.

Some very fine horses were not sold, the reserved figures fixed on them not being reached.

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

OUR READERS WRITE

THE CANADIAN CHAMPION

RAIL chair takes exception to work/rest rules of Canada's Railway Association

(The following letter was addressed to Minister of Transport David Michael Collette and a copy was filed with *The Champion*.)

Dear Editor:

The Residents Affected by Intermodal Lines (RAIL) has had the opportunity to review Circular No. 14 of the Railway Association of Canada, which is a guide to interpreting the work/rest rules by railroads and their employees.

We're alarmed at rules allowing extremely long hours for employees. The number of hours an employee could be permitted to work is alarming enough, but when you consider the hazardous materials that are often carried on freight trains, often through rail yards that are storing yet more hazardous materials, the alarm scale is raised even higher.

In the case of passenger trains, the safety of the passengers is in question when the employees operating the trains could be so fatigued as to risk safety.

In theory, an employee could work up to 126 hours out of a 168-hour week. In the example answer given to question five in Circular No. 14, an employee could work 22 hours within a 28-hour period.

Under the rules, it seems a train operator could work 18 hours, then be required to rest six hours if away from home, and of that six hours, four-and-a-half to five hours are recommended to be used for sleep.

The operator would then be free to work another 18 hours, and this could be repeated over and over again. No wonder there are accidents.

There are many other questions raised in the reading of Circular

No. 14. For instance, the assumption that an employee can be overworked and then be able to immediately fall into a restful sleep, which would allow him/her to safely return to duty six hours later.

Napping in chairs is another suggestion that seems frivolous when the safety of the citizens of Canada is the concern it's meant to address.

Who is responsible to ensure that practical, safety-first rules are written, and then who is responsible to ensure they are carried out? What are the penalties if the railways or employees break the rules?

Can we count on you, Mr. Collette, to introduce more practical, safety-conscious rules for the operation of rail lines in Canada than are outlined in Circular No. 14?

Rita Post
RAIL chair

Minister of Environment is urged to protect escarpment for future generations to enjoy

(The following letter was addressed to Environment Minister John Snobelen and a copy was filed with *The Champion*.)

Dear Editor:

Recently my wife and I, together with three friends, delighted in the privilege of hiking the Niagara Escarpment from end to end.

The vast pleasure of experiencing the marvelous scenery between Queenston and Tobermory will last us for a lifetime.

Our wish is that all future generations will be able to share the same exhilarating adventure.

Unfortunately, we also saw that some of the magnificent escarpment lands have been plundered by industrial and commercial development.

I, along with many citizens, groups and industrial representatives, was involved in a recent review of the Niagara Escarpment Plan.

As a result of this in-depth inquiry, the Environmental Review Tribunal issued October 15 its independent recommendations to the Ontario government.

The Niagara Escarpment Commission was established with the primary mandate to preserve and protect our precious escarpment.

However, the NEC has chosen to ignore some of the tribunal's key recommendations and has issued its

own report that favours commercial developments that would be spread even further across our beloved escarpment land.

Should these NEC recommendations be accepted, then officially-sanctioned desecration of our escarpment will be perpetrated.

We urge you to show your commitment to protecting the escarpment by adopting the recommendations of the Environmental Review Tribunal.

Joyce and Harry Yates
Campbellville

Thanks for coverage

Dear Editor:

On behalf of the Holy Rosary grade 8 students, we would like to thank you for letting people know about our bake sale and car wash fundraiser.

Your article contributed to the number of people who helped us to raise \$1,002.55. We thank you for sharing our news.

Colin Kelly
Holy Rosary School

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(905) 878-8853

385 Main Street East, Milton, Ontario L9T 1P7



Hi, I am Nightshift, the owner of Dave and Della Baily. Some may think I have a cushy life, but I do have infinite responsibilities. I love watching action shows on TV but regularly take in Home Improvement shows so that I can help Dave when he gets out his power tools. I swear that Dave could not set up a computer without my help. When Della or Dave are ill, I monitor their progress and wake them whenever I feel that things are not right.

Life can't be all work. I take time to enjoy international cuisine such as pizza and love smelling the flowers, particularly roses. It is essential to curl up in a shoebox for part of the day and to bask in the sun after dinner. It rocks when Della works nights and I can use her side of the bed.

I maintain my trim 11 pounds by racing around the apartment and hurdling over furniture. Dave and Della have learned to stay out of my way during my fitness routine.

A word to the wise, do your job but take time to ensure your personal and intellectual well being.

