

Local G.T.R. section workers join strike of trackmen; their hope is to garner additional 25 cents a day per employee

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

May 1899

All the G.T.R. section men of this neighbourhood are taking a vacation, having joined the strike of trackmen which is general throughout the G.T.R. system for an extra 25 cents per day, per man.

...

Frank Bescoby, of T. Morton's barber shop, has secured the position of barber on the steamer Chicora running between Toronto and Queenston, and will commence his duties for the season early in June.

...

Monday's Globe described a number of the costumes worn by ladies at the Woodbine Park, Toronto on Saturday when Mr. Hendrie's horse, Butt Scotch, won the Queen's Plate. "Mrs. (George) Hume of Milton was gowned in a pearl grey tailor-made gown, lined in Cyrano silk, with a vest of Roman chiffon, embroidered in Cyrano and gold. She had a large picture hat in jetted Switzerland gauze, trimmed with soft rolls of white, veiled with black tucked malines, with elegant paradise plumage to finish at side front, filled under at back with white silk violets."

...

The 20th Battalion "Lorne Rifles" will be the first corps in Canada to adopt the regimental cooking and dining system at their camp. The experiment will be watched with great interest and the regimental dining tent is likely to have many visitors. At some meals there will be roast beef, at some stewed beef and some steak. There will be bacon and eggs occasionally and plenty of extra vegetables, such as corn and beans. The men will get a hot meal on the evening of their arrival at camp, a hot breakfast on the morning of leaving and sandwich lunches for consumption on their way home. Waiters will wear white jackets.

...

A fine bank barn was raised on James

Milton Time Capsules



Jarvis's farm, near Boyne, on Thursday afternoon. The structure is 60 by 56 feet and the contractors were Messrs. Peacock and Hagarty. A large crowd of people were present to assist, including 200 men, 58 ladies and about 40 boys and girls. As usual, sides were chosen.

William Lawson and Sam Hetherington were the captains, and after the bents were put together, the frame was raised in 20 minutes, neither side gaining a victory. After partaking of supper, the barn was sided in and after that the young people enjoyed a social hop to 12 o'clock, the music being supplied by Messrs. Campbell and Alderson.

After the dance, the guests had lunch and departed leaving Jim happy in the thought that everything passed off so pleasantly and without accident, which is not usually the case.

June 1899

A sad drowning accident occurred at Hornby yesterday afternoon. Ernest, the eight-year-old son of Hugh Grant, accompanied by two younger companions, went to the creek just north of the village to bathe, and after being in the water for just a short time, sank out of sight. The other lads ran for help.

Samuel Brooks, who was working near by on his farm, hurried to the scene and took the boy out of the water, while Mr. Seaman, teacher of Hornby school, started on his bicycle to Milton for medical aid, arriving here in 14 minutes time, fainting from over-exertion on arriving at the Hartman House.

After recovering somewhat he returned with Dr. McColl, who worked over the boy for half an hour but life was extinct. The companions of the boy said he made no outcry or struggle in the water, which would not have taken him over his head if he stood erect. It's likely he took cramps.

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

Reader says Milton's town planners need to do a better job managing town's future

Dear Editor:

I'm disappointed in the direction Milton's future development is going. I believe Milton's town planners need to be more dictatorial in defining, implementing and managing future land-use policies. Here are a few issues that need addressing:

1. Stop high density housing.

The high-density housing to the east of Milton will eventually change the current suburban tranquility enjoyed by Miltonians. It was wrong to allow such a concentration of housing to be built. More diversity in housing lot sizes is needed. With so little backyard space, children must play on sidewalks, streets and public spaces. It's a tragedy that in such a rural setting, people are boxed together. Ten years from now these low-income family homes will show signs of neglect and eventually turn into less-desired neighbourhoods.

2. Where are the bicycle and walking trails?

Milton had the chance to develop an extensive network of walking and bicycle trails throughout the town. In the new development area to the east, I see very few trails. Having biked through the area, I've seen little provisions for such trails. Also, main arterial roads should be designed with dedicated bike lanes, as they've planned for in Burlington. I saw a scaled model showing a bike trail, but for the area being developed, it's hardly adequate to provide continuous travel through Milton.

3. Main Street rejuvenation did nothing.

Milton had the chance to create a permanent pedestrian street, closed to all traffic. That would have attracted tourists and customers and it would have become an entertainment attraction. If that idea was too hopeful, then at least parking should have been eliminated from the street. Potentially, any old cars and trucks can park there all day, defacing the beauty of the street. It's not very appealing to walk on

Main Street with such eye sores. The black asphalt should have also been blended with quartz rock to make the road glisten. Now the road looks like any other dull road. Milton had the chance to really do something here, but unfortunately taxpayers' money was unproductively used.

4. Stop mega retailers from coming.

As planners, you should be responsible for overseeing the healthy long-term development of businesses in Milton. As an analogy, 'When operating a fish farm, you don't mix your stock with a shark.' What makes downtown Milton different is that it still has a lively and diverse business core. It is composed of many speciality stores that offer consumers choice and enjoyment. Introducing a retail killer store like WalMart or Home Depot will seriously affect the vitality of our smaller retailers. Any new businesses proposing to open shop here should only be permitted if the majority of current business owners agree. Business solidarity will protect our businesses.

5. Stop night sky over lighting.

As stated in a separate e-mail to town planners, foresight in designing our town is required to reduce a growing problem of night sky light pollution. I'm proposing that lighting bylaws be established in Milton. Certain types of low energy, low dispersion and downward directed lighting should be mandated. This would have long-term benefits for the wellness of residences and keep the Milton area natural and scenic at night.

6. Enforce speed controls.

With increased population comes more time-stressed car drivers who are quickly becoming defiant of the rules and courtesies of the road. What's needed is speed control during early morning and afternoon rush hours. Speeds are posted at 50 to 60 km/h yet many drive over 80 km. This is crazy. Speed bumps contoured for 50 km/h

should be installed.

7. Build a trucking bypass.

The James Snow Parkway exit should have been planned for use as an alternative connection to southbound Hwy. 25. Yes, the new subdivision is built there, but really it would be ideal to have four lanes down to Britannia Road and then over to Hwy 25. This would have really improved Milton, which is heavily used for trucking between the 401 and the QEW.

Alternatively, Tremaine Road could be expanded, but would need a better connection from the 401. Being so close to the escarpment makes this plan less desirable and would echo unwanted noises in an otherwise tranquil area.

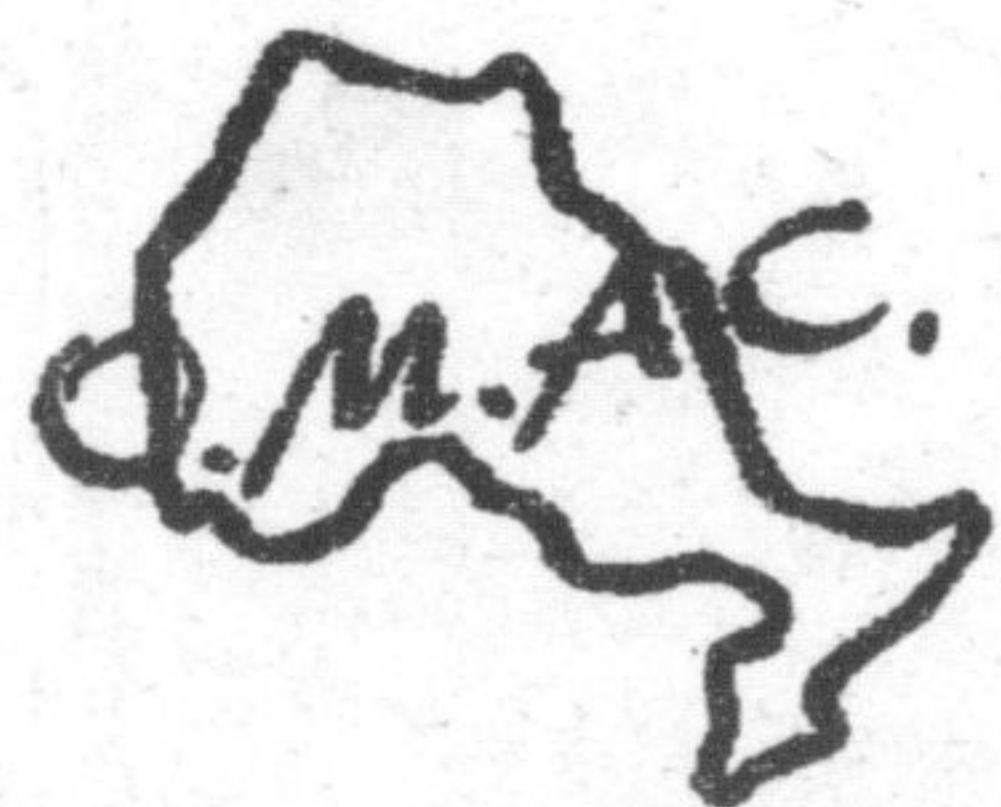
8. Water quality.

This may be more a provincial issue or control, but farm-use practices in the Milton area need stricter guidelines to ensure water quality. There should be more monitoring of water quality in the rural areas to ensure no one is abusing or contaminating the lands. Operating farms with livestock should be required to not expand their operations unless adequate technologies are implemented, dependent on the farm's size.

There's currently a case in Burlington where a farmer is proposing to raise 1,500 hogs on a 20-acre farm. This is ludicrous. However, loopholes in the City and Region plans may allow for such a case. These days, emphasis must be on self-sustainability. Guidelines should be established that would demand a certain size farm for each variety and size of livestock.

With adequate farm sizes, the land can absorb wastes better and minimize conflicts with residential neighbours. Of course, adequate measures to modernize farm operations will require mandating, too, so as to ensure potential hazards are prevented or minimized.

Tom Wollschlaeger
Milton



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