

# Smallpox outbreak takes big financial toll on Nassagaweya

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

March 1902

Nassagaweya got through its smallpox outbreak at a cost of \$39.35 for 530 vaccine points and \$81 paid to Dr. C.E. Flatt for his services as Medical Health Officer.

...

A big leak was discovered in the water main at the corner of Main and Martin streets on Thursday. It had been there for some time and was responsible for the lowness of the water in the reservoir, which was supposed to have been caused by last fall's drought. The springs supply plenty of water at all times to keep the reservoir full if there are no leaks.

...

The Halton Women's Institute had a very clever lady (Mrs. Torrance of Chateouquay Basin, Quebec) giving some cooking lessons last week in the Royal Templar's Hall in Milton. This lady thoroughly understands her work and imparts her information with cleverness and pleasure. Mrs. Torrance gave six demonstrations and one address, and the ladies who attended these meetings speak highly of the information received.

...

Geo. E. McCraney, barrister of Milton, returned a few days ago from the northwest and announced that during his stay there of about a month he had arranged to move to Rosthern, Saskatchewan District and open a practice there. Mr. McCraney has been practicing in Milton for over six years. He's an able lawyer, a hard worker and has a large practice. But he feels that there are greater possibilities for him in a new province than in Ontario.

...

Milton Council authorized a committee "to commence negotiations with the Milton Electric Light and Power Co. for the purchase of their plant, and if necessary employ the services of an expert valuator or arbitrator." The action followed the approval of the purchase in a January plebiscite.

...

Jail statistics for the year ending Sept. 30, 1901, show 90 male and 8 female prisoners were committed to Milton jail, a total

## Milton Time Capsules



of 46 less than in the previous year. The average daily cost per prisoner in Milton during the year 1900-01 was 12 cents, the lowest except at Pembroke and St. Thomas. The cost of daily rations per prisoner was 6 cents, within less than a cent of being the lowest.

...

Boyne: A pig-killing bee took place at H. Griffith's on Wednesday last. A.G. Henderson did the knife work.

...

George Storey, local agent for the Massey-Harris Co., had his annual delivery of agricultural implements last Friday. The total number of the implements was exceptionally large but owing to the postponement of the delivery from the previous week on account of unfavorable weather and bad roads there being no improvement in the weather a good many of Mr. Storey's patrons did not come in for their implements. Mr. Storey gave his customers an excellent dinner at the Commercial Hotel and its spacious dining-room was filled three times. After the third contingent had dined the tables were cleared and speeches given.

...

John Somerville and Robert Ramshaw have entered into partnership to manufacture top dressings for buggies, blackings of various kinds, boiler compound etc. and the new industry will be carried on in his factory on Mill Street.

...

Miss E. Pauline Johnson, the well known Indian poetess and elocutionist, gave an entertainment at the town hall on Monday evening, assisted by Walter McRave, whose specialty is Habitant dialect and who made his first appearance here. Her program was full of high-class humor and comedy. A two years' tour in England and Scotland has given added breadth and culture to her work. The entertainment was an artistic success but it was not patronized as largely as it deserved to be.

*This material is assembled on behalf of the Milton Historical Society by Jim Dills, who can be reached by e-mail at [jdills@idirect.com](mailto:jdills@idirect.com).*

# OUR READERS WRITE

THE CANADIAN CHAMPION

## Milton gridlock result of improper set up of traffic signals or lack of traffic lights

Dear Editor:

The concept of efficient driving is a quite simple one: to get from point A to point B in as little an amount of time as possible.

Yet, in navigating some of Milton's streets, drivers may find that getting from point A to point B is first a matter of stopping and waiting at point C, followed by another wait at D, E, F and through until eventually they're at A again — before any sensible realization of a final destination can be seen or loosely reached for.

To say that the roads in Milton are all fine and dandy is to say that the Blue Jays will ever again be able to afford a chance to win the World Series. Things just aren't so. And driving through Milton, understandably on my way out of town, I am often hit with one thought, "Why am I waiting here? There's no traffic coming."

What it seems the gridlock of Milton suffers from most is an abundantly obvious lack of properly operating traffic lights or an altogether lack of traffic lights where needed most.

An example you ask for? How about the pathetic wait offered at the intersection of Ontario Street and Childs Drive? Sure, Ontario is a very busy street, and sees much happening along its straight asphalt path, but is it really necessary to have vehicles waiting in line for upward of five to 10 minutes before they are given a chance to turn left from Childs onto Ontario?

The entrance to E.C. Drury grants a much more than occasional red light to Ontario St. patrons (many times without any pedestrians near by) so why can't Childs do so also? This problem becomes especially frustrating late at night, where chances are that more cars

can be found idly sitting and idly waiting on Childs then they are to be caught cruising down Ontario.

But believe it or not, more than one black eye is paved onto Ontario's face. The advance-green launch handed down to travellers of Ontario Street east and west through Main Street shouldn't be their only chance to turn off the street. Traffic flow on Ontario can be dense, and very often can be light as well. It depends on the time of day. Drivers should be allowed to turn left onto Main all throughout a green light.

I find nothing to be more annoying than having to wait for a light to turn from green to yellow to red to green again before I can make my way off of Ontario just because I missed my original opportunity to do so by only the few seconds it was offered. If the jump can be made, then jump, I say.

And now perhaps the most atrocious roadside accident in Milton. What provides an even longer wait than Childs, and what provides a very alarming concern for all citizens of town to consider? The lights missing from Derry Road and Commercial Street, that is. Derry Road traffic is impossible to cut through, especially early in the morning during peak rush hour, from a basic "stop sign" starting position.

But children attending both Our Lady of Victory School and Milton District High School seem to think that it's possible to cut through Commercial traffic without breaking a sweat for desire of not wanting to walk all the way down to the safe crosswalk benevolently offered at Laurier Avenue and Commercial (for another roadway problem, just look at parade-paced mess that has become Laurier

north).

"It's too far," they most likely say. But we can't see them saying so, for they're hidden and often seem to just appear from nowhere among the vehicles that line Commercial. Installing a set of traffic lights here would have two beneficial results — the first being that traffic backing down Commercial would be considerably less with the presence of a traffic light system (and that amount of traffic will only continue to grow as the new arena becomes more and more active).

And secondly, children and young adults attending both schools mentioned will have a guaranteed sense of security when crossing the road, and the drivers who line the street will be more relaxed knowing students can now make their way confidently across the road without the threat of being hit by a car. Don't forget to always look both ways.

So what's the deal? I've never had much patience, so chess was never my game. But driving seems to be. And driving reasonably and efficiently is the way I'd like it to be.

These aren't exactly new problems, or even moderate problems, which can be effectively ignored without causing any great social disturbance.

I'm not advocating speeding here folks, but I am talking about productive driving. Walking was replaced with the horse because humans found walking to be too slow. The horse was replaced with horsepower because humans found the horse to be too slow. But can we replace the roads of Milton because they seem to be too slow?

Joshua Rivett  
Milton

Have your say with a letter to the editor.  
E-mail to [miltoneid@haltonsearch.com](mailto:miltoneid@haltonsearch.com).

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