

## Agricultural Society's new parade met with skepticism by many area horse owners

'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.

April 1905

The directors of the Halton Agricultural Society decided that instead of the ordinary spring stallion show they would hold what they called a parade which was to have taken place on Thursday; but judging from the way things turned out it will very likely be the first and last parade held in Milton. Owners of horses absolutely refused to put them on exhibition unless in open and fair competition and to be judged by properly qualified judges.

...

While the inquest was in progress in the court house on Monday evening, Sheriff Clements, Jailer Vanallen and High Constable Frazer compared ages. Sheriff Clements said that he was born 79 years ago on the site of the horticultural gardens, Toronto, then known as "Muddy York." Mr. Vanallen said that he was also born at "Muddy York" and that he would be 78 years of age on the following day. Mr. Frazer said he was born in Scotland 75 years ago. Canon Mackenzie was 88 years of age last week. He was born at Glasgow, Scotland.

...

The Milton Brass and Reed Band has been engaged to play at the annual picnic of the House of Providence, Toronto, on 24th May. The band had the same engagement last year, and evidently gave satisfaction.

May 1905

On Monday evening the town council granted leave to Messrs. Clements & Co. to erect a wooden building, covered with sheet iron, within the business district of Milton, "subject to the fire limit by-law." There is no fire limit by-law in force in Milton. That passed in 1889 has been found to be null and void on account of a blunder made by those who framed it. The building and warehouse is to be for hardware, and to be erected on Lots 2, 3, 4, and 5, west of Martin St. and south of Benson's shop.

...

Town Council: Chief Constable

## Milton Time Capsules



Bradley's salary was set at \$50 per year commencing June 1, 1905.

...

Mr. Hemstreet, at Milton town council, moved, seconded by Mr. Bews, that the light committee be instructed to make all arrangements with the light company to take over the light plant on June 1st next; also to arrange for power from Mr. Stewart until the new plant is installed, and that the electrician continue in the service of the corporation.

...

A lodge of Daughters of Rebekah has been formed. The lodge started with 19 charter members and is known as Evening Star Lodge No. 79. After the ceremony of institution, 14 candidates were initiated by a team of 24 lady officers of Galt Lodge, who exemplified the beautiful work of the degree in a most impressive manner. After the installations and the transactions of other business, the members spent some time very pleasantly in dancing. Those who arrived in the morning were treated to a drive through Milton and its neighborhood during the afternoon.

...

The new pipe organ for the Methodist Church has arrived and workmen are busy installing it.

...

Fred Wales will deliver ice to residents of Milton on Tuesdays, Thursdays and Saturdays, during the summer months. Parties wishing ice, will please drop him a card.

...

Call and see M. Jerome's Top Buggies, Carriages and Democrats. He will be pleased to show samples at his showroom on Main St. opposite the Bank of Hamilton. He is also agent for the Massey-Harris Co.

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

# OUR READERS WRITE

THE CANADIAN CHAMPION

## Opposition to the closing of Fourth Line doesn't make sense when facts are studied

Dear Editor:

I've read two letters to the editor bemoaning the closure of Fourth Line, which focus primarily on anger and frustration that a commuter route has been closed.

This letter fully supports the closure. Here are my reasons for doing so:

- Part of the planning for Fourth Line/James Snow Parkway included construction of an underpass at the CP rail tracks. Fourth Line was to be designated as a cul de sac, which is the reason homeowners first starting buying homes on that street in 2001.

- Fourth Line wasn't planned to be a through road after homes were constructed.

- Fourth Line wasn't meant for the heavy volumes of traffic, and in the months leading up to its closure had begun to seriously deteriorate.

- Traffic volumes within a 24-

hour period on Fourth Line between Derry Road and Main Street increased seven-fold from 2001 to 2004.

- Safety was a major concern from the standpoint of the Region, the Town and the police, as serious accidents increased 10-fold between 2003 and 2004.

- In order to begin construction of the underpass at the CP rail tracks, Fourth Line had to be closed. Construction is expected to begin this spring.

- When the underpass has been constructed and the new James Snow Parkway has been completed, this road will lead traffic directly to the 401.

- Homes face directly onto Fourth Line (versus the other routes, which will be used temporarily while the underpass is constructed), and the issue of general safety was at hand.

- Detour routes don't have any homes facing directly onto the roads.

- Lights at Thompson Road and Laurier Avenue are expected to be installed this spring to respond to traffic concerns.

- The speed limit on Derry Road between James Snow Parkway and Ontario Street has been decreased to 60 km/h to address safety concerns.

This information can be found by visiting our Town's Web site or by contacting a representative of the Region or Town.

To label the planners of the Town or Region as 'stupid and irresponsible' is quite inappropriate. Now that the facts are known, these comments should be rescinded.

Lesley Mansfield  
Milton

## Less complaining and more problem solving needed

Dear Editor:

Like most people who've relocated to the great town of Milton, my family and I came here for many reasons, such as to reclaim a sense of community or just to purchase a modern house built by a reputable builder.

With any growing community there will be issues, but what really shows a community's colours is how the greater number deal with these concerns and adapt.

With regard to the closing of Fourth Line from south of Main Street to just north of Derry Road, the community should reflect on all the issues and not take them out of context. First, for CN to start the overpass for their rail-line caused by the redirection of James Snow Parkway, Fourth Line must be closed. The new redirected road can't be completed without it.

Secondly, the talk of stop signs and traffic calming

curbs is great, but why as taxpayers would we want the Town to incur these expenses if only to be removed at a later date?

Lastly, these citizens who continue to berate the Region and Town for their supposed lack of forethought on the closing of Fourth Line are the same ones, I believe, who use to travel at 70 to 80 km/h down this section, endangering all the residents and especially the children.

If you had purchased a house on this section of road, would you not have wanted the road closed?

As this community continues to grow, instead of sitting on the sidelines and whining, get educated about the issues and provide viable solutions via town council. Put up or shut up.

Glenn Corbett  
Fourth Line

## Comments on proposed development misinterpreted

Dear Editor:

In Chad Jackson's letter to the editor in the April 8 *Champion*, my views on the proposed apartment building development at Fourth Line and Derry Road were misinterpreted.

He refers to my acknowledging that this development "should be placed on a more suitable plot of

land, closer to the downtown core." That's not what I said or meant.

What I actually said, as quoted in a March 25 *Champion* article, was that "Although it would be ideal to have an apartment building in a more central location, it's a doable location for an apartment or condominium."

I definitely didn't say that the

development should go somewhere else.

The present proposed site is in accordance with Milton's Official Plan and would be well served by transit, which makes it a good location. This may not be ideal, but very few places are.

Wendy Schau  
Ward 4 Councillor

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