

Roaming lynx shot in town

'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.

May 1906

A lynx was treed and killed but there is no bounty. On March 1, 1870 the county passed bylaw 62 for killing of a wolf or a lynx because of sheep being killed. At that time the lynx was not uncommon in Halton. A number were killed, the County Council tired of paying bounties on them and the bylaw was repealed on June 7, 1881. The lynx is not a dangerous animal except to smaller animals. It is a great coward. It never attacks a man, blood-curdling yams to the contrary.

...

County Council authorized purchase of crusher of the Good Roads Machinery Co. No. 4 at the price of \$1,125, less cash discount, the said crusher to be fully guaranteed for one year. Also purchase of the Case Steam Road Roller at the price of \$2,430 as per tender. Also that the township of Nelson have the use of the road machinery after the town of Milton is done with it and that the committee arrange for the use of the machinery by the various municipalities, that they engage a competent operator of the roller and a schedule for rent of machines be established.

...

A new organ has been placed in each of the two churches, under the charge of Rev. S.G. Wade, namely St. George's Lowville and St. John's Nassagaweya. They were used for the first time last Sunday when the Rev. F.A. Banks preached.

...

Instead of building two bridges on the base line (Steeles Ave.) opposite the farms of Messrs. Chisholm and Thompson, the county council will build one steel bridge. The two streams will be diverted so that they will join above, instead of below the road and there will be only one crossing instead of two as at present. Messrs. Chisholm and Thompson will receive \$75 each for their consent to the diversion. The original beds of the creeks, where diverted, will be filled in. A good deal of money will be saved to the county by this arrangement. The road and bridge committee of the council will meet at the spot on Saturday at 2 p.m. to let the contracts for excavation and abutments.

...

Capt. K.D. Panton has been in charge of

Milton Time Capsules



a Northern Pacific Railway Hospital at Columbus, Wash., U.S. ever since Christmas. He will not return to Canada and has resigned the command of No. 4 Co. Campbellville. Captain R.J. McKinney of Milton has agreed to accept it. There will also be a change in No. 7 Co. Capt. F.H. Deacon will be transferred to the Army Service Corps, the headquarters of which are at Toronto. Capt. Deacon will be transport officer and Lieut. Russell M. Clements will command his old company.

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Hollinrake & Son have had a telephone installed in their store. The number is 49.

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...

Five families of English immigrants came to town on Tuesday evening, the men to work for the Milton Pressed Brick Co. They all went to the home of a man named Canning who came here about a year ago. He took one family into his house. Others had to be quartered in the waiting rooms of the rink. As there is not a vacant dwelling to be got in town, and no citizens seem likely to build any to rent, Manager McCannell of the Milton Pressed Brick Co. intends to provide accommodation for his employees. A road will be opened from the works to Peru and about ten houses will be built.

June 1906

On Saturday the Anglican Young People's Association of Grace Church held their Poster Show in the town hall. The goods sold had all been donated by various manufacturers throughout Canada and even some from the United States as samples of their products. Advertising matter from them was tastefully displayed over the booths and round the walls, even the dresses of the young girls who waited on customers called attention to the goods they were selling. Dodgers from the factories were given away to all. Thus the Poster Show was meant to help the manufacturers of staple and fancy goods as well.

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

OUR READERS WRITE

THE CANADIAN CHAMPION

Traffic has indeed become chaotic in town

Dear Editor:

This letter is in response to The Champion's October 18 article entitled 'Is Milton on its way to traffic chaos?'

A better headline might have been 'Nero fiddles; Rome burns.'

We've welcomed over 20,000 new people to town — and presumably thousands of cars — and the only road that has been really upgraded is Main Street from Thompson Road to James Snow Parkway. How idiotic is that?

Recently we read that our councillors were debating setting up all-way stop signs at Coxe Boulevard and Childs Drive and Coxe and Laurier Avenue. That's all we need, more ways to impede people getting around.

The mayor says we have "minimal congestion," and suggests we use public transit. I know he's a small-town mayor and he lives in town, but is he really suggesting that the vast majority of us that work in Mississauga, Toronto, or elsewhere have a viable way of taking transit to work?

If so, it sure is past the time for

him to wake up and smell the coffee. In case none of our local and regional politicians have noticed, could someone please bring to their attention the fact that the first thing people are saying after hello these days is something like, "When is something going to be done about the terrible state of our roads?"

With the attitudes expressed in the article, it sure would seem like a great opportunity for someone who wants to get elected in the next election to do so. In my opinion, our current crop of councillors — for the most part — have shown absolute and total incompetence in managing growth in town. I'm not sure very many of them are worthy of re-election next time around.

Thompson Road from Britannia Road to Main Street is an absolute disaster. Driving north from Britannia, you might as well take your car straight to the mechanic because your suspension will be shot. The lack of turn lanes into the new roads running east has made the congestion worse and more dangerous as drivers move on to the shoulders at high speeds to get

around people who are turning.

And who made the decision to close Fifth Line south of James Snow? It seems incredible to believe that anyone in their right mind would want to detour more traffic onto Thompson Road before it was upgraded. I can't believe that we have to wait until 2007 for them to even start widening it. This is the main road that connects the whole south end of Milton to the east-bound Hwy. 401.

I shudder as I drive by all the houses going up on the east side of the street. Once they're occupied, what then?

And what about parking? If the Town starts enforcing the bylaws they've set up, they can start paving the roads in gold. It would be affordable, if they started ticketing all the cars that are parked on the boulevards.

I can hardly wait for the next election when the local and regional councillors and the mayor will presumably explain to me why they should be re-elected.

**Edward Brooks
Hayward Crescent**

Recent letter regarding growth defies logic

Dear Editor:

This letter is in response to Khamis Doka's October 7 letter entitled 'Ongoing preoccupation with high-density housing is simply not healthy for our town'.

Let me start by stating that in my view the current Milton council's record marks it as perhaps the most inept I can remember. That having been said, however, the more I read this letter, the more confused and contradictory the author's logic seems to become — not to mention the arrogance.

My first question would be if Mississauga is such an economic paradise, why are there so many "Milton wannabes from Toronto and Mississauga?" Why would someone want to leave Mississauga if it's as wonderful as the author makes it out to be?

Next, I agree that developers aren't building out of any sense of altruism. They're out to make a profit. With that in mind, why would a developer propose to spend millions on a business project if there wasn't a demand for their product?

Furthermore, not every Miltonian can afford the skyrocketing house prices in Milton. I certainly can't. So there's some call for lower cost housing, which council has an obligation to investigate.

I also agree that more businesses will translate into more jobs for Milton residents. However, not every

position filled will be done so with a Milton resident.

So I ask how our infrastructure — which in my opinion isn't up to the current requirements — will handle not only new residents but the inflow of commuters that such business growth will create?

As for a university or college in Milton, current infrastructure isn't even close to being able to handle that kind of added volume. So I would suggest that the author re-examine this logic and remember the horse goes before the cart. Things such as roads, services and public works need to be in place before we even consider the kind of expansion being suggested.

It's in fact this kind of build first, think later approach that has Milton in its current situation. Finally, let me say that as someone who doesn't work in a 'profession', I resent the author's implication that only such jobs are meaningful. I defy all the professionals out there to live without the people who work in the restaurants, warehouses, boutiques and retail outlets. These jobs are just as meaningful and important as any others.

So let me conclude with a very simple suggestion — if Mississauga is such a great community with such great leadership, why don't you move there?

**Jim Timbers
Milton**

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