

# ReadersWrite

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## Transit going through growing pains like any start-up business

DEAR EDITOR:

My name is Marshall Horner and I'm the chair of the Milton Transit Committee.

The following comments aren't to be construed as the policy of the Milton Transit Committee nor Milton Transit, but do represent my views on the importance of the continued growth of transit within Milton.

Reference is quite often made that the cost of transit in our Town is 'substantially higher than the average subsidies paid in support of transit in other Ontario municipalities.'

Let us remember one thing — 'real' transit has only been alive in Milton for less than five years and we're going through, as any start-up business does, growing pains, and they cost money.

Find me a transit system under these conditions, starting up in a town that has tripled its size in less than 10 years and then, if our subsidies are substantially higher, we can talk.

Back in 1997 a report was prepared by the Region of Halton, and accepted by the Town council of the day, indicating a tremendous growth was coming to Milton in population,

housing and jobs.

In April 2007, PO 028-07 was issued and increased the population growth by an additional 41,400 residents, housing by 13,900 units and jobs by more than 18,000 positions — all of this to occur by 2021. According to Town of Milton numbers for 2010, we're currently at approximately 85,000 residents.

How do we expect to grow our town without transit? Look at communities around us — Mississauga, Oakville, Burlington. They all have thriving business parks served by public transit and, with the cost of land at its current rate, as a business owner, do you want to buy property to park cars or will you locate in an area that provides a viable transit alternative for your employees?

We keep on hearing about the lower taxes in Milton but, are these businesses prepared to accept higher taxes in return for services, as is indicated by their decision to locate in these area communities?

For now, transit in Milton isn't as cost effective as it can be, agreed, but there have been steps taken in the past year to

improve the overall delivery of service — hiring a stable, knowledgeable service provider in PW Transit, route re-design and the introduction of such services as the 'School Specials.'

Milton is going to grow, that's a given, and we have to be ready for it. You can't start and stop programs and be successful.

If Milton doesn't plan its own transit system, others, in higher levels — provincial and regional — will do it and send us a bill I can almost guarantee will be greater than our current cost with less effective service.

There are a couple of numbers for the first five months of this year that I have found interesting. Net ridership (total boardings less transfers) 2010: 48,354 passengers, 2011: 86,931 passengers. Transfers (usually an indication of transit usage within the town) 2010: 6,965, 2011: 13,772.

We still have some work to do, but our transit system and our town will only be successful if we carry a positive attitude of growth and continue to attract well-qualified residents to serve the business community.

**MARSHALL HORNER  
MILTON**

## Highway shouldn't be on Provincial radar

• from KUDOS on page A6

They wouldn't have to answer to those who question why a highway cuts through a quaint community, destroying farmland along the way.

At a time where around the world we're seeing a shift from cars to trains, and during a period of renewed interest in local farming, it surprises and disappoints me that this highway is even on the Provincial radar.

Unfortunately, it's not just this one highway that's been the talk of regional council chambers. A highway boarding Halton Hills and Brampton and one connecting Niagara Region to Burlington have also made their way onto the agenda.

I applaud Milton and Halton councils for opposing this corridor and standing up for the communities they would like to see decades from now.

## New regulations passed regarding provisions and facilities at hotels

'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.

June 1917

New regulations for standard hotels require the keeping of plenty of cold water for the use of guests, a candle in each bedroom to facilitate the escape of the occupants in case of fire and lighting system being put out of working order, storm windows for bedrooms are forbidden and fire escape ropes must be fastened from the sides of window, at least two feet from the sill.

A resolution was passed by County Council: Mr. Hynds moved, seconded by Mr. Nicholson, "that whereas the situation at the battle front is most serious and demand the earnest and immediate consideration of the public of the Dominion, we, through our Parliament, having given our brave Canadian boys, fighting at the front, a pledge that they would be supported by fresh reinforcements from time to time and whereas voluntary enlistment having ceased, the man power of our country must be brought out, this council notes with satisfaction that the Prime Minister of Canada has introduced a conscription bill which this council considers fair and reasonable in every particular. This council would place on record its hearty approval of the conscription bill, as introduced, and trusts that the same will be passed and put into operation at once, so that timely and immediate support will be given to our Canadian boys now battling so bravely for our Empire, and that the Clerk be hereby instruct to forward this resolution to the Prime Minister, leader of the Opposition, Sir Wilfrid Laurier and our member for Halton, Hon. D. Henderson."

**Milton  
Time  
Capsules**



E. H. Cleaver was named Liberal candidate for Halton for the Legislature of Ontario. He is a prominent lawyer, grandson of one of the original settlers in Halton his grandfather having come from Pennsylvania at the time of the arrival of the U.E. Loyalists over one hundred years ago. E. H. Cleaver is a graduate of Osgoode Hall Toronto. He located at Burlington in 1890.

The executive of the Halton Conservative Association met in Milton on Tuesday. It was decided that no convention be called to select candidates for either the Local of Dominion Houses, as they thought that nothing should be done to arouse party feeling during the critical crisis through which we are now passing, as they considered that the whole energy of the Canadian people should be exerted in the winning of the war first and that it would be time enough to bring out a candidate when Parliament would be dissolved.

At Tuesday evening's meeting of the town council the principal business was adoption of a resolution making a grant for the purchase of the 16 gold watches (10 to returned soldiers, 4 to soldiers' widows and 2 to members of families of unmarried soldiers who have died). This year the Ontario Legislature passed the third of its acts to legalize grants in connection with war.

*This material is assembled on behalf of the Milton Historical Society by Jim Dills, who can be reached through the society at (905) 875-4156.*

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