



# The Canadian Champion

Milton's Business of the Year for 1989



**Ian Oliver** — Publisher  
**Jane Muller** — Editor  
**Nell Oliver** — Advertising Manager  
**Tim Coles** — Composing Manager  
**Dennis Willis** — Distribution Manager  
**Teri M. Casas** — Office Manager

Phone 878-2341  
 Toronto Line 821-3837  
 Second class mail Registration No. 0913



Established 1861  
**EDITORIAL:** News: Rob Kelly, Karen Smith, Norman Nelson.  
 Sports: Brad Reaume. Photography: John Warren.  
**ADVERTISING:** Sales: Debbie Pells, Andrea Boyle, Ted Lindsay.  
 Business: Rob Browning. Classified: Sheena Cameron.  
**BUSINESS:** Shirley Dyc, Belinda Beasley, Linda Norton.  
**DISTRIBUTION:** Karen Huisman.  
**COMPOSING:** Mark Dills, June Colbourne, Karen Mathers, Mike Boyle, Linda Lamont, Michelle Huisman.

The Canadian Champion, published every Wednesday and Friday at 191 Main St. E., Milton, Ont., L9T 4W9 (Box 248), is one of The Montreal Printing, Publishing & Distributing group of suburban companies which includes: The Acton Free Press, Ajax/Pickering News Advertiser, Aurora Banner, Barrie Banner Advance, Brampton Guardian, Burlington Post, Erin/Hillsburgh Echo, Etobicoke Guardian, Georgetown Independent, Halton Hills Weekend, Kingston This Week, Markham Economist & Sun, Mississauga News, Newmarket Era, Oakville Beaver, Oshawa/Whitby This Week, Peterborough This Week, Richmond Hill Liberal, Rockwood Review, Scarborough Mirror, Stouffville Tribune, Today's Seniors, Uxbridge Tribune, Vaughan Liberal, and The Willowdale Mirror. Montreal Printing, Publishing & Distributing is a division of Harlequin Enterprises Ltd.  
 Price: Store copies 40 cents each; Wednesday edition home delivery 40 cents weekly, \$20.80 annually. Friday edition \$75 annually by mail in Canada; \$85 in other countries.  
 Advertising is accepted on the condition that, in the event of a typographical error, that portion of the advertising space occupied by the erroneous item, together with a reasonable allowance for signature, will not be charged for, but the balance of the advertisement will be paid for at the applicable rate. The publisher reserves the right to categorize advertisements. In the event of typographical error, advertising goods or services at the wrong price, goods or services may not be sold. Advertising is merely an offer to sell and may be withdrawn at any time.

## A chilling story

Today's issue features a front page story with shocking implications — it is the story of an industry which allegedly has shoestring maintenance budgets and poor employee training. It is the story of an industry in which performance pressure supercedes safety considerations.

It is the story Don Wood tells of truck driving as it applies to open pit mining, one of the unfortunate mainstays of life in Milton.

Our community shoulders more than its per capita burden for so-called aggregate production. Aggregate is the gravel produced when big rocks are blown into little rocks on and about the Niagara Escarpment. Aggregate, so named because cementing agents 'aggregate' around the gravel in concrete, is the lifeblood of Ontario's heavy construction industry.

The problem is, according to Mr. Wood, that the drivers who haul the gravel — the aggregate — are too often doing so with scant regard to safety, their own or the public's.

What makes Mr. Wood's claims doubly chilling is that he is an advocate for the gravel trucking industry.

Granted, he acts in his constituency's interest by pushing for higher aggregate prices. But he also slams the industry as a whole and calls for increased regulation.

Mr. Wood painted a picture of drivers who too often are dead tired, struggling to shunt too many loads per day out of quarries in order to pay their bills. He said trucks are often not up to tolerable safety standards for the task at hand.

He charged that many of the accidents involving such trucks are the result of improper maintenance and a lack of driver training.

He said the responsible, safety conscious drivers whose interests he represents are being driven from the business by price slashing competitors who are apparently willing to cut every available corner to shave costs.

He said the industry tacitly supports this process because it lessens gravel transportation expenses.

Indeed, he hinted, we all support it by demanding the lowest possible prices for our roads, our bridges, our buildings.

Somewhat ironically, Milton council, although appearing genuinely concerned about safety standards in an industry which pervades the municipality, is a big buyer of aggregate. And no doubt at the lowest possible cost, due to taxpayer pressure.

In a nutshell, according to an insider, the industry has degenerated to an unsafe level because too many people are competing for too few hauling jobs and they have driven prices down to an unrealistic level. The result is more danger to the public, who too often must share the roads with substandard trucks and drivers, believes Mr. Wood.

In any industry, when too many compete for too little work, eventually the marketplace adjusts. And here too operators will in time fall by the wayside and seek out better ways to make a living.

A question though: Can we wait for that to happen? Can we wait for the marketplace to fix itself when we are talking about potentially unreliable 50-tonne machines manned by drivers with questionable qualifications?

We don't think so. It's time for the provincial government to act, or at least actively consider, the changes Mr. Wood proposes to make our roads safer. It's one of the few instances, in the opinion of this newspaper, in which more government intervention is better. At least at this stage.

## Looking back



For a little boy like this one back in September, 1970, there's nothing more fun than slopping around in the water in your bare feet. Any old puddle will do when you're a pre-schooler and all alone when your playmates go back to school.

## Pages of the Past

### One Year Ago

From the September 27, 1989 Issue

□ Despite a rainy Friday night and a cold Saturday, about 20,000 people made it to the Milton Fall Fair. Ontario's Lieutenant Governor Lincoln Alexander was dodging raindrops when he officially opened the 136th annual event. Saturday brought in the second best gate receipts on record and Sunday's crowd was above average.

□ A number of homeowners were upset about disturbances in their water supply and brought their concerns to Milton council. The property owners live on Highway 25 north of Campbellville Road which put them in Halton Hills. Milton council elected to refer the matter to Halton Hills but kept records on the problem. A petition signed by the residents mentioned dry wells and extremely low water levels and alleged the problems were caused by blasting at local quarry operations.

□ The Canadian Red Cross Society in Milton was accepting cash donations for Hurricane Hugo relief.

### 20 Years Ago

From the September 30, 1970 Issue

The provincial government's order closing 15 quarries and pits along the Niagara Escarpment until they met new rehabilitation regulations hit several companies in Halton. The companies closed had either not made application for a permit or their application had only been received in the last 36 hours. All companies involved in pit and quarry operations in the 40 townships straddling the Niagara Escarpment were given 90 days to obtain a permit under the terms of a new act to preserve the escarpment.

□ Nassagaweya Council restricted the number of non-resident hunting licenses to 200. Members also passed a bylaw requiring hunters to obtain written permission to hunt on properties. The bylaw prohibited the discharge of all guns in the township except at rod and gun clubs or on private property where written permission of the owners had been obtained.

□ Development proposals if completed would produce an additional population of 19,343 in Milton, a report submitted by Milton Council projected. The report reviewed proposals for 1,958 apartment suites, 36 senior citizen apartments, 243 condominiums, 69 row houses, 1,996 single family homes, 476 semi-detached units, 51 acres of medium density development and 25 acres of commercial development.

### 50 Years Ago

From the September 26, 1940 Issue

□ Robt. J. Hare of West-Mary Street fell out of a tree and broke a rib.

□ Members of Milton's Home Guard, including the pipers and drummers, held a route march following their drill in the arena.

□ In compliance with the Federal Order in Council, passed September 20, 1940, all residents of the Town of Milton were requested to continue on Daylight Saving Time until further notice.

### Pud



by Steve Nease