



1989: Streets named for war dead

Jim Quantrell, At A Glance

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Cambridge archivist Jim Quantrell takes our readers back for a glance at events which occurred 10, 15 and 20 years ago.

20 YEARS AGO

Third week of Oct. 1989

Three weeks earlier, council's planning committee said no to further growth in the city when it turned down a planned subdivision on Myers Road. Since then, it had become clear that the planning committee decision, if approved by council, would never stand up against a promised appeal by the developers to the Ontario Municipal Board. Consequently, council overturned the planning committee's recommendations and accepted the development plan but, at the same time, attached 37 conditions. Included among them was a suggestion, originating with councillor Bill Struck and approved by council, that up to half of the streets in the new subdivisions be named for Cambridge's war dead. That suggestion was the beginning of the city policy whereby up to half of all the streets in new city subdivisions are to be named after Cambridge war veterans. The street signs for those streets were to be decorated with a poppy.

As a result of the deaths of five people on a railway bridge in British Columbia, Transport Canada inspectors were cracking down on the pedestrian use of railway bridges across Canada including the CPR bridge across the Grand River near Galt Collegiate Institute (GCI). Inspectors were ready to ticket trespassers who used the CPR bridge as a shortcut to get to GCI from the west side of the city. According to inspectors some parents were dropping off their children at the west end of the bridge so the young people could cross the bridge to get to school. In 1981 a group called Bridge Buddies had lobbied both CPR and the City of Cambridge to attach a pedestrian bridge to the existing railway bridge but the \$500,000 price tag had defeated that initiative.

15 YEARS AGO

Third week of Oct. 1994

With the municipal election just a month away, the Cambridge Chamber of Commerce was making plans to ensure that the concerns of local business owners were heard before the vote was counted.

The chamber president reported that his organization had established a database that would allow the chamber to issue report cards on local politicians based on the promises made during their election campaigns and whether or not those promises had been honoured. The major concern expressed by chamber members during the election campaign concerned the need for lower municipal taxes brought about through tighter spending controls.

10 YEARS AGO

Third week of Oct. 1999

City council was considering a proposal to allocate \$167,000 over the next three years to improve traffic flow and to slow traffic speeding through west Galt subdivisions. The plan called for a series of partial stops, all-way stops, speed bumps, relocation of parking, installation of right turn lanes and partial street closures.

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