

London's Subways Safe from Air-raids

By Beatrix Moore

Changing London's railways from peace to war conditions, has meant an immense job of work. The speed with which it had to be carried out, so as to interfere as little as possible with the millions of people dependent on the railroads for their daily transport, makes the story more exciting.

The job meant (1) emergency measures for public safety; (2) an immediate "black-out," so that no clue was given to enemy aircraft of the whereabouts of vital sections.

In London, the London Passenger Transport Board controls all the traffic for twenty-five miles round London, and has some eighty-seven thousand employees on its pay roll. One of the Board's stations, Charing Cross, is used by more than forty-one million people a year.

Used Cars and Trucks

CARS

Ford Standard Coupe, Heater and Defroster 1938

Ford Standard Tudor, Heater and Defroster 1938

Ford Delux Fordor, Heater, Defroster 1935

Ford Delux Fordor, Heater and Defroster 1935

Ford Roadster 1928

Whippet Sedan 1928

Chev. Coach 1928

Oldsmobile Sedan 1928

Oakland Sedan 1928

TRUCKS

Chev. Truck 157" W. B. 12" platform and racks, 2 Ton H. D. 32"x6" dual 1936

International Platform and body 1932

Chev. 1-2 Ton Panel, dual wheels 1934

Studebaker Platform and Racks Dual Wheels 1931

Rugby Platform and Racks Dual 1931

TRACTORS

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Fordson Tractor, late model, Impulse Starter and German Bosch Magneto.

International 2 Furrow Tractor Plow

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Last year (including bus services); the Board carried three thousand eight hundred and seventy-two million people to work and play.

As far back as 1936, preliminary surveys were made to see what measures would be needed if war ever came. In 1938, after the September crisis, transport authorities made a survey to determine what constructional alterations would be necessary.

A vast program of emergency work was undertaken by the L.P.T.B. the total cost being about £1,000,000 in London. In January, 1939, anti-flood measures in the London Underground railway were begun, and engineers made a survey of all stations and tunnels. To prevent possible entry of water during a raid, it was found necessary to do work of some sort at 51 stations, and by the time war broke out, all but 19 had been completed.

The London public saw or knew little of the laborious work going on for its safety. It only saw the superficial changes. Instructions on what to do in event of an air raid, for instance, appeared in trains and on stations. Notices requesting passengers to lie on the floor in the event of an air raid caused amusement on some of the crowded suburban lines.

Other notices at the entrance to Underground stations warned the public that they could not be used as air shelters, and that when a raid warning was given, the gates would be closed.

One of the most difficult problems to be faced in London was that of protecting the Underground railways from risk of flooding, either from the river Thames, or from sewers or water mains.

Electrically operated steel flood-proof gates, of two types, have been installed—heavy tunnel gates weighing six tons, and smaller gates weighing four and a half tons to cut off passages leading into stations, besides concrete walls in the passages.

So successful has this work been that within three minutes of an air raid warning, those sections of the line in between stations running under the river, can be completely isolated. When an air raid warning is received at the traffic controllers' office, the controller immediately transmits an instruction to the operators of all gates who are continuously on duty.

In the operator's cabin at the end of each platform, illuminated diagrams of the section of the line indicate the presence of a train in the under-river section.

As soon as the operators have satisfied themselves by means of the diagrams that all trains have cleared the section, the gates are closed.

Special inter-locking devices make it impossible for any gate to be closed while there is a train in the under-river section of the tunnel.

As soon as war broke out, men began working by day and all night to complete the work and by the end of December all but one of the stations were opened.

First steps had to be taken for the safety of the workers themselves, so concrete plugs—each plug weighing thirty-five tons were put in the tunnels and passages.

As time went on, all sorts of unexpected difficulties were encountered. The huge steel gates for Charing Cross, for instance, left Scotland on December 6, but the lorries ran into fog and did not arrive in London until December 9. Then they had to be loaded on to specially designed trains and hauled into the tunnel by locomotives driven by batteries, since there was no current on the lines.

In spite of this, by December 14 Charing Cross was opened.

In event of an air raid, passengers on the Underground are warned at the nearest station. Those who wish may alight and seek shelter. The train continues its journey. Those who stay in the train are expected to close the windows and ventilators and pull down the blinds.

Beating the "black-out" on the railways has also been a problem, especially now that the "peak period" is earlier in the evening. The first phase, when ordinary trains were plunged into darkness, and Underground trains had subdued lighting was soon over. Now a scheme of reading lamps has been devised and successfully carried out—an immense job which has meant installing thirty thousand more electric lamps, a hundred and ninety miles of wiring, and special reading shades of steel weighing in all twenty-one tons.

Through white steel boxes the ray shines on to papers and books, but not through the windows.

The Season's First SPRING DANCE

Under the auspices of the Unionville Junior Farmers will be held in Mammoth Hall MALVERN on the evening of

Fri., April 5

Refreshments Admission 50c
Russ Creighton's Music

Peaches

(Too late last week)

Peaches Young People held their meeting last Friday night at the Lewis home. The meeting was opened with a short program followed by games. Lunch was served to about thirty.

A number from our line attended the hockey game on Friday night at Cobourg, also the game at Markham on Monday night.

The W.M.S. held their monthly meeting on Tuesday afternoon at the home of Mrs. Painter. The Study Book was taken by Dorothy Hoover. Aprons are being made and sold by the members to help with the funds.

Colds are the order of the day on our line. I sneezed a sneeze into the air. It fell to the ground I know not where. But cold and dark were the looks of those in whose vicinity I sneeze.

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ELECTION TO COST CANADA MILLION DOLLARS LESS

Best news so far about the dominion election on March 26 is that it will cost the country \$1,000,000 less than the last one. The 1935 cost was around \$4,000,000. This one will run about \$3,000,000 which will include \$50,000 to take the soldier vote.

Lower cost and greater speed have been made possible by amendments to the Canadian Election Act passed since 1935. By that act, Jules Castonguay, chief electoral officer for Canada will have more power on March 26 than any man in Canada, not including the governor general.

There are 6,550,000 persons in Canada eligible to vote. On the basis of past records about 75 per cent of them will do so. Five hundred tons of printed matter will be used in 175 different forms.

Printers across the country will harvest about \$850,000 with about \$650,000 scattered in local areas. More than 150,000 officials and semi-official employees will be needed. They include 243 returning officers, 243 electoral clerks, 45,000 enumerators, 1,000 clerical assistants, 300 substitute revising officers, 300 assistants to revising officers, 35,000 deputy returning officers, 35,000 poll clerks, 8,000 special constables and 35,000 landlords of polling booths.

Political broadcasts are forbidden on the two days immediately preceding March 26 and on polling day. Loud speakers on trucks are banned on polling day.

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MANY DO NOT VOTE

The voters' list for the Federal general election is expected to total 6,400,000 voters, and usually between 70 and 75 per cent of those entitled to vote actually cast their ballots in a Dominion election. In 1935 the popular vote, as tabulated unofficially by press sources, was as follows: Liberal, 91,430;

Liberal-Progressive 18,215; Conservative 1,311,392; C.C.F., 390,200; Reconstruction (Stevens party), 384,222; Social Credit, 177,045; Communist, 31,151; Labor, 15,206; U.F.O., 9,065; all other, 16,744.

UNIONVILLE FIREMEN

A crowd filled the Township Hall for the annual euchre and dance given by the Unionville Fire Brigade. Fifty-four tables of players besides many more who came specially for the dance which followed the euchre, comprised one of the largest gatherings of the kind seen here for some time. The lucky winners at cards were, Mrs. R. Lotton, Mrs. George Kelly, Miss Velma Findlay, Miss Vera Weighill, also D. MacKay, S. McKay, R. J. Duffield, R. Woodcock. Well equipped with modern fire-fighting apparatus and answering calls as far as twenty miles distant this Brigade is an efficient one and popular throughout the district.

Shall I Vote for KING or MANION?

There is only one decision to be made by the Canadian people on March 26th . . . It is this: Shall our country's war effort be handed over to unknown, unnamed politicians . . . to a makeshift cabinet with Dr. Manion as the self-appointed leader? Or . . . Shall our country's war effort be continued vigorously and faithfully by the known and proven administration of Mackenzie King? That is the question YOU must answer.

Up a Blind Alley?—or—Out in the Open!

It is time for plain speaking. Dr. Manion's pretence of offering "national" government is sheer political deceit. Because: even if he were elected to office, Dr. Manion could not organize or lead a truly national government. The parliamentary group which might follow him would fail to represent all Canada. It would not represent the people of the national Liberal party. It would not represent the people of the C.C.F. party. It would not represent the people of the historic Conservative party which Dr. Manion has now scuttled.

Do not be deceived!
Dr. Manion cannot give you National Government.

The best he might give you would be government by unknown followers. He invites you to follow him up a blind alley—to vote for a government of his own imagination—answerable to some undisclosed political group.

Mackenzie King offers you something entirely in the open . . . the most truly National government Canada has ever known. His parliamentary followers represent the people of every province in Canada—every section of our country—every economic, social and racial group. There is not an area of this country . . . without proper representation in the Mackenzie King following.

Mackenzie King's cabinet ministers are well known to you. They are broadly experienced men, eager and able to continue the sort of administration which brought progress to Canada in times of peace and national pride to Canadians since the outbreak of war.

The Mackenzie King administration is answerable to the people of Canada—to no one else.

The Responsibility is Now Yours

Canada is facing the greatest crisis in her history. It is YOUR responsibility to say how she is to deal with this crisis. Therefore: when you go to the polls on March 26th you should consider only what is best for Canada—what is best for the Empire and our allies—what is the sure, direct road to Victory and Peace.

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