

**Unionville Junior Farmers' Association**

**Street DANCE & Carnival**

**UNIONVILLE**

**Thurs., Aug. 11**

Music by **GLEN SMITH and his Merrymakers**

In case of rain - To Be Held at **RAINBOW GARDENS Markham**

**People Spend Less Freely, Hotels Find**

People are spending their money a little more carefully this year if a slight decline in 1949 hotel business is an indication. R. A. Mackie of Montreal, general manager of the Canadian Pacific Hotels, said yesterday. Mr. Mackie said there had been a marked rise in the numbers of persons served by hotels during the immediate post-war years and the present drop may indicate a slackening-off from that peak period.

Anyone who stops at hotels can readily tell Mr. Mackie why people shun them if they can get clean accommodation anywhere else. \$6. and \$7. per night at swank hotels for a single bed is mighty high sleeping rates, and if you take a look at main dining room menus, the cost of meals is even more costlier.

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**100,000 Truckloads of Excavation From New Toronto Subway - Average Depth 45 Ft. - Payroll Running Into Millions**

It won't change the skyline. In fact it will be barely visible when completed. But now and over a few years it will be Toronto's biggest project in steel and concrete: a 40-block-long construction eye-ful and earful for scores of thousands of sidewalk superintendents.

It's Toronto Transportation Commission's \$50 million rapid transit tube system—Canada's first underground. Downtown sections totalling 7,000 ft. in length are to be started any day now by a unique Canada-United States syndicate of four contracting firms. They have been awarded general contract of about \$10 millions, with financing and responsibility "jointly and severally."

Between now and 1952 the first section will take shape: along Front Street from the Union Station and Royal York Hotel to Yonge Street to above Eaton's College Street store. Here is what the sidewalk superintendent will see—and some things he won't:

—A \$5 million insurance policy carried by the TTC with Lloyd's of London, with full coverage of liability for damage to persons or property as a result of subway construction work by the commission, its contractors and sub-contractors.

—Canada's biggest haulage subcontract. 100,000 truckloads of excavation, twice the volume of the huge Royal York Hotel; enough earth, rock and clay to cover 200 acres a foot deep. It will be dumped in the Toronto harbor for land reclamation.

—Other big subcontracts, among the biggest in postwar construction; furnishing and bending 5,000 tons of reinforcing steel; fabrication of 1,000 tons of permanent structural steel. (Only subcontract let to date is one for unfabricated steel to Bethlehem Steel Export Corp.)

—Total payroll of \$3½ to \$4 millions, covering an average 300 men on single 8-hour daily shift for 2½ years' work on the initial sections.

—A new departure in subway design using light structural steel, emphasizing reinforced concrete, which contractors' project manager Charles Molineaux calls "excellent technically, though a departure from U.S. subway practice; a living exhibition of U.S. dollar-saving at work." (Most heavy structural steel shapes used in Canada are imported from United States.)

Plenty of noise. Soundless rock blasting is somewhere in the dim future. Despite recent development in blanketing procedures for property and personal safety, there'll be plenty of racket in blasting 45 ft. down along the section of the subway route south of Queen Street. Huge pile drivers, scores of pneumatic drills and other equipment will add to the din.

—As many different pieces of equipment as there are animals in a zoo. But most, if not all of it traditional rather than unorthodox. With the exception of eight big pile-drivers and a couple of heavy-duty power shovels, most of it will be small—compressors, drills, concrete carts and the like. Contractors say two-thirds of their equipment requirement will be bought or rented in Canada, much of it made in this country, while the other one-third is available from the Canadian contractor's operations.

Some old and unsuspected water occurrence or a buried structural foundation or unused and forgotten pipeline could slow operations, hit costs, eat up some of the usual contingency allowance included in the overhead and profit provisions of the usual contractor's tender. But there's broad protec-

tion against this in soil test borings and eight years' study by TTC engineer of building foundations, under-side walk structures, old plans of piping and ducts from files of the city engineer, gas, electric utilities and telephone company.

Many buildings fronting on the main subway street—Yonge, famed for narrowness, traffic confusion and business bustle—have basements extending under the sidewalk, in some cases beyond curb line. Electric and telephone utilities have deep boxlike sub-station pits under the roadway. As well, foundations of many an existing building—such as the 100-year-old Bank of Montreal at Front and Yonge, where the tube will cut a long curve directly under the banking floor—will have to be shored up, reinforced or underpinned with deeper and heavier concrete.

Nothing is sure and tests so far reveal all water pools and springs under control. But underground water, if it does turn up, would be in the Yonge-College area, where extra digging, pumping and piping might be necessary.

Against these and other special problems, there's some easy going. One factor reducing anxieties of the TTC and its tube builders is that rockcut depth may not far exceed an average 6 ft., south of Queen Street and not be encountered north at all.

Canada produces less than one per cent. of the world's oil. In 1948 total world production was over 3.4 billion barrels of which Canada produced 12 million barrels.

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**In Days of Yore**

From the Files of The Tribune 26 Years Ago

Threshing started on record crops this week.

Ralph Kirby who is in the employ of Dote's barber shop, is on a motor trip to Windsor.

Dr. and Mrs. Smith leave this week for their annual vacation at Jackson's Pt.

The annual baseball tournament at Musselman's Lake for the Baker Cup, will be played on August 6th.

Newmarket is topping the Tri-County ball league with Sutton, Uxbridge and Stouffville following in that order.

Andy Moore who has cut many miles of whiskers in this town, has returned from Toronto for a time.

George Todd of Goodwood is the new councillor in the Township of Uxbridge, having been elected by acclamation due to the vacancy caused by the resignation of Mr. H. Roach.

Norman MacLean has been appointed secretary of the local Board of Trade owing to the removal from town of C. Hessel.

Fred Saunders of Toronto was one of the bowlers at the city rinks. Fred, who is a son-in-law of Joel Nendick, is one of the Stouffville young boys of 40 years ago.

Don't forget the Herb Lennox picnic at Jackson's Pt. on Aug. 6th.

Abram Yake of Stouffville has been raising a pen of prize ducks, but went out to the pen one day last week, to find the entire eight lying dead. There were small marks on their backs, and a weasel is suspected of the killing.

Rev. W. M. McGuire, minister in the Mennonite Church here was in Toronto last week attending the farewell for two missionaries leaving for Africa.

Henry Grove threshed 70 bushels of alsike from seven acres.

Get your Moir's chocolates at Porter's Store.

J. L. Little, westend merchant, announces a summer clearance sale of shoes and men's clothing.

Over Saturday night, someone entered Swift's Garage and made off with a new tire and inner tube.

**MARKETING COMMITTEE LOWERS WHEAT PRICES**

An increased acreage of fall wheat is expected to be planted in Ontario and York Counties this year, members of the Seed Marketing and Publicity Committee, Ontario Crop Improvement Association, predict. It is reported that early harvesting will permit preparation of land early and large amounts of home-grown feed grains are needed, so that seeding is expected to be more extensive.

At a recent meeting, in response to many requests for guidance in

locality, variety and quality. The committee is made up of representatives from various sections of Ontario together with officials of the Dominion and Ontario Departments of Agriculture. W. E. Breckon, a farmer at Freeman in Halton County is chairman and R. E. Goodin, Ontario Department of Agriculture, Toronto, is secretary.

Every second Canadian home has a car, and more than three out of four have radios.

A giant earthworm which reaches 11 feet in length and hatching from eggs three inches long, is the subject of study by Australian scientists. It makes a "loud, gurgling noise."

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If you were to visit the Massey-Harris combine factory and watch the long train-

loads of combines pulling out of the railway siding, you would see something else that is noteworthy. Many of these train-loads are destined for United States points, because Massey-Harris combines are as popular in Kansas, Texas and the Dakotas as they are in the Canadian West.

And if you observed further, you would find many carloads destined for far-away countries like Argentina, India, Turkey, Tanganyika. All over the world, the Massey-Harris self-propelled combine is known and recognized as the master machine for modern farmers. Wherever you find modern agriculture, you find Massey-Harris combines in use and in demand.