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Story of Bloomington

(Continued from last week) Baker now lives on the 48 Hwy. were traded for a team of sturdy oxen. Today tractors work their grandchildren remain in the county woven into the stuff

of other lives. One particularly interesting item I would like to add especially for the boys. It is taken from a composition written by Elaine Baker about 1938. This information was derived from Elaine's grandfather, the remarkable Seneca Baker. It reads as follows: "It was about the year 1788, shortly after the American Canada. They were United Em. backs all the way to Muddy Litwhether the scalps were rebels or loyalists, as long as they were paid. And so many a lonely traveller suffered death." -All the teacher had to say to this most thrilling and dramatic part of the story was: "Prove this." And now boys, get after your grandfathers and see if you can

dig up an equally exciting story. In dealing with the gravel Roads and Transportation pits we must turn into an enor-Transportation was always mous detour back to the ice age, to explain how the gravel

Gravel Pits

got there, which always-puz-

Bloomington is situated on

the southern slopes of the fa-

mous Oak Ridges moraine,

which is the most distinctive

physiographic unit north of To-

ronto. It is a typical interlobate

moraine, that is one built be-

tween two opposing lobes of a

glacier. Still simpler, the two

arms of our glacier coming

from the east (St. Lawrence

Valley) and pushing west

squeezed up this ridge between

them. It is a bulky moraine,

River. It covers 500 sq. miles in

area and rises up to 1400 ft. a-

bove sea level near Mono Mills.

28 and 11 The crest of the mor-

aine is mostly covered with

sandhills and coarse outwash.

Fine sand and even silt appears

limestones can be found in the

Sandhill, which some of the

limestones were brought by the

glacier from Trenton and Black

River, And thus today each

handful of gravel reminds us of

The early pioneers soon dis-

covered the gravel under their

material arose when roads had

to be built and kept in repair.

Work on the roads was done by

teams of farmers who shovel-

led the ditches by hand and lev-

elled the road and gravel,

which was brought by others

with their teams of horses from

the pit This was called statute

labour and each settler had to

work a given number of days on the roads according to his

assessment It is believed that

Joseph Walker and Seneca Ba-

ker started the pits on the sideroad west of Bloomington in a-

bout 1890 or before. One load

of gravel cost 10c at that time.

The sand from these pits was

of course also used to build all

the fine houses in Bloomington, which stand as a monument to

Today most of the heavy traf-fic on the sideroad is caused by

trucks taking their load from Gravel Hill on the Tenth to be

portant industry of the district

giving work and an income to

many residents In fact it is the

dream of many a little boy to

become a gravel truck driver,

when his eyes follow the dusty

trucks disappearing in the dis-

(to be continued)

its more glorious past.

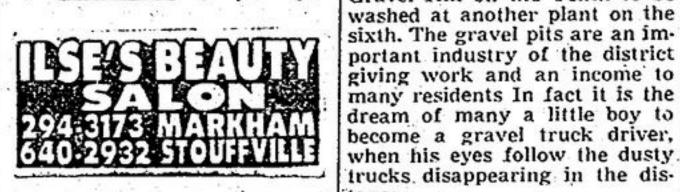
the marvels of God's creation.

zled the boys.

Canada's main problem. Land, the pioneers rolling acres and for instance, was priced entirely as to its location, not fertility. It was much more expensive if it was located on a road or river. These roads had to be built with great effort by the population and kept open in winter by shovelling bees. When snowed in too badly, farmers often drove right over the fields and fences with their sleighs. For the first settlers, however, there were no roads at all, only In-Revolution, that William Baker, dian trails. Often some of the my great, great grandfa- early Bloomington settlers had ther and his family started for to carry a bag of wheat on their variable in width, which stretpire Loyalists, coming to Can- tle York (Toronto) to have it ches for 100 miles from the Niada for security. Soon after they ground and back again to their agara Escarpment to the Trent had started William found that homes in the forest. Some time he had left some important pallater they could afford to go on pers behind, so he went back horseback. Yonge Street was leaving his family to wait for built and some corduroy roads him at Niagara. But he never in the vicinity. Later on things returned. The Indians probably still improved, when they could scalped him. The Indians at that afford a buggy. But this much it is crossed by Highway 27, 7, time were paid five dollars by improved method of travelling the British for every rebel scalp also had its pitfalls: springthey brought. They did not care time often found their buggies in some of the depressions and stuck in the mud-up to the axels and the passengers and sandy and gravelly material on horses heaving and pulling in the mire of the road. In the boys brought to school. The summertime you had to put up with the dust while travelling. because the roads had no dust

By the way, if you wish to experience the roughness of corduroy road or others, try to go up or down the Ninth on a fine spring day, especially the parts which are to be used at your own risk. This road seems to have preserved amazingly well its original conditions.







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On The Farm Front

Farmers and Agricultural Representatives alike are very keen these days on getting the greatest possible yields from good land. High yielding crops, like corn, high rates of fertilizer, expensive chemicals, and better machinery, are all used to get the last bushel or pound of feed per acre.

This is all good of course but I wonder sometimes if we neglect an important part of most farms. Almost every farm has some roughland, hillsides, wet spots or creek flats that are more or less written off as being hopeless. It all these poor bits of land in York County were added together, the total acreage would make us think about the things that could be done to make them yield some-It narrows in places and there I thing worthwhile.

The common reaction to this problem land is that it isn't worth any expense put on it. And yet good land gets money thrown at it fast and furiously. An acre of grain for example, gets plowed, cultivated many times, sprayed for weeds, combined and baled. Fertilizer often costs up to \$10. per acre. At average yields of oats, this acre will gross about \$35 to \$40.

An acre of roughland certainly won't gross this much, but topsoil, but the need for this if expenses are low, low yields might be. profitable. Most of this land will grow grass. Left alone, it doesn't produce much. Often a shot of fertilizer will really pay well. I suggest that \$10. spent on fertilizer for old sod that has been neglected may well pay better than fertilizer going on spring grain.

If the sod is in fair shape, ni trogen alone will boost production. Urea or Ammonium Nitrate broadcast right now, at 150 to 200 lbs. per acre, is well worth a try. If the sod is poor, some Superphosphate and Muriate of Potash should be put on as well.

Weeds should be dealt with on roughland too. The cost is so low, that even a very slight boost in grass growth will pay for it easily.

Better fertility and weed control are two fairly easy steps in making so called waste land useful. Both are well worth trying. The increase in production on some of our poor land may be far more practical than attempting to get very high but expensive yields on good land.

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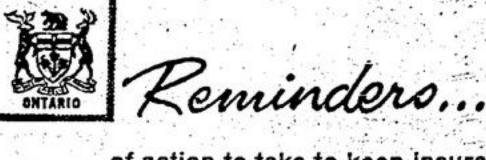
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