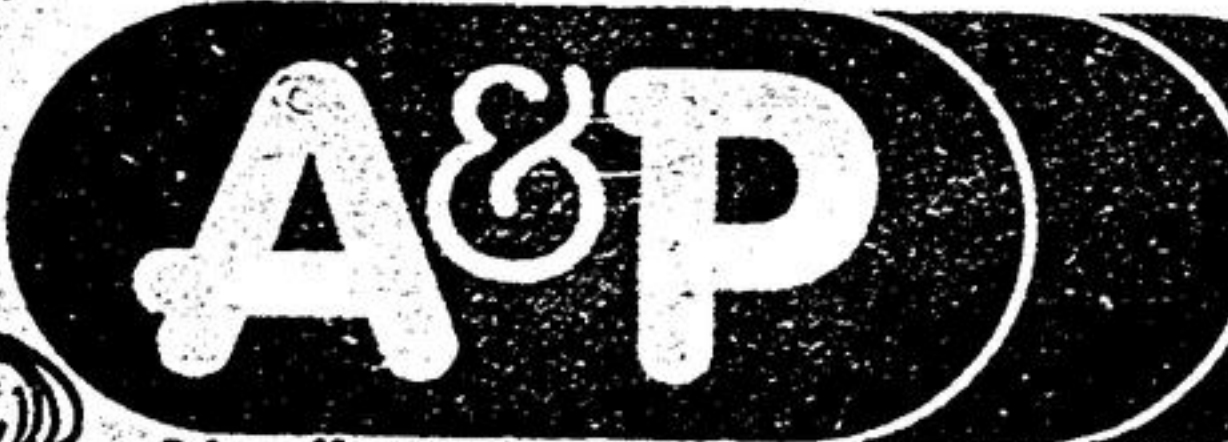



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# A long haul

By Jim Irving  
STOUFFVILLE — If Don Anderson of Don Anderson Haulage, has his way, he'll soon be making a decided turn from the far left to the extreme right.

At least, he hopes it will be soon. However, it's a matter of politics and things can move slowly in that area. Not that Don's proposed move is political, it's just that it depends on the political process.

In this case, the go ahead from Whitchurch-Stouffville Council to zone the area industrial, so that he can expand his premises to the extent where he can accommodate his other building on Highway 47 North. That way his trucks would no longer have to turn left from their present headquarters on 47 West, and drive through the centre of town to get to the other building. Instead, they would now all turn right, en route to their various destinations.

The latter would also satisfy various critics of the firm, who have attributed much of the congestion and noise on Stouffville's ever-busy Main Street to the huge Anderson trucks, rightly or wrongly. And, if letters to the editor are any indication, it's mostly wrongly.

"I've heard more and seen more smoke from teenagers roaring up and down the road than I've ever heard or seen from Anderson vehicles," was one of the comments of one writer.

He went on to say that, so far as objections in the area about dust from the trucks were concerned, the latter were "properly tarped and exit-entrance to Anderson's new property is paved. So where's the dust coming from?"

Another writer cited an incident where one of Anderson's drivers had parked his gravel truck along the narrow shoulder of the road on Bloomington, to help two ladies having car trouble. It was the only vehicle of any kind to stop, the writer said.

If, as in the opinion of one writer, Anderson and his trucks are being "pushed out," such a scheme would be hard to reconcile by anyone visiting the company's immaculate office building and yard on the town's western outskirts.

The place is not exactly a scrap heap with a high wall around it. It is, instead, a multi-million dollar operation—\$7,000,000 in equipment, alone—and it looks every inch of it.

The neat, brick office building is compact and unpretentious, set well back from the road, and almost out of sight of the casual motorist. Inside, a narrow winding staircase

separates the two floors, but, at the same time, keeps the two areas visible to each other, coming as it does suddenly into open space on the second floor.

Throughout the building, it is difficult to discern which shines more, the desks or the floors. If the huge trucks in the yard below, churn up any dust, obviously, it is soon dispensed with.

However, a look in the yard, at 10 a.m., anyway, only finds one big truck, and it is getting ready to pull out. Dust and other loose matter are equally hard to find.

That's one of the factors about the operation, the big trucks and tractor trailers, usually leave early in the morning before the rest of the world is about, carrying their 100-ton loads of girders, or 90-foot-by-14-foot tunnel sections in or on their specially-designed frames.

One mammoth vehicle, for example, has a steering dolly at each end of its trailer, to allow it to go around corners with its load, a la fire trucks.

The great vehicle is indicative of the organization, for it deals in a specialized form of transportation. Anderson's is one of only half-a-dozen such carrier services in Ontario, and is licensed for the whole province.

It's a specialized business in other ways as well. Each operation, whether it's across town or across country, has to be planned. And in some cases, the planning takes a couple of weeks, as permits are applied for from all municipalities involved; or, perhaps, police escorts—\$52.50 to Toronto, \$1,050 to North Bay—are arranged. There's also the usual administrative details, lining up return loads and the regular truck maintenance.

The haulage vehicles, incidentally, cost Anderson \$200,000 a year in license fees alone, with gas and maintenance reaching \$80 to \$100 a day per unit. He pays out \$2,000 monthly in phone bills, and next spring plans to install a computer payroll system.

For Don Anderson and his truckers, it's a long haul in more ways than one.



Scenes like this one are familiar across York and Durham Region. Most urbanites don't realize cash cropping is an expensive, complicated business that is risky because high yields depend on the weather.

Ed Schroeter

# Wet weather lowers yield

By Ed Schroeter  
GORMLEY — Corn and wheat farmers will take a beating in the marketplace, facing reduced yields of corn and low grade wheat, the result of a wet July and August, according to local corn grower and wheat board agent John Doner.

Mr. Doner, who has about 1,200 acres in grain corn (feed corn), and some wheat, on Leslie St., south of the Stouffville-Gormley Rd., says the milling quality of most of the wheat is low, because it's sprouted. Very little of it can be used for flour.

He said it appears the weight of most of the corn will be considerably reduced as a result of the wet weather.

Mr. Doner's been growing corn for about 15 years. In addition to his acreage, he operates a drying and storage facility. He's been on his present site for 9 years, the Doner homestead, which is about 175 years old.

With two flow dryers and storage facilities for 130,000 bushels of wheat, he's able to purchase, dry, and store any grade of wheat for the Ontario Wheat Board. The wheat board acts as the farmer's agent, buying and selling it, whether for use as alcohol, feed, or flour.

Mr. Doner will also custom dry corn, buy it, sell it on the free market, and ship it. Much of it finds its way to Trois-Rivieres, Quebec, or Russia.

With his equipment, he can store about 100 bushels of wheat in 30 seconds. The operation will often handle eight or 10 tractor-trailer trucks in an evening. A whole truck can be unloaded in several minutes.

He won't say how much his entire operation is worth, but it's rumored the market value of his drying plant is \$500,000.

He said not all corn farmers have a large enough operation to be able to afford their own drying facilities.

It's not as easy as it used to be to make a living at farming, due to the rising labor and equipment costs, he said. A combine, for example, which once cost \$4,000, could be as expensive as \$100,000 now.

"A large acreage more easily justifies the cost of machinery," he said.

Corn farming has changed a good deal, since he first became involved in it, 15 years ago, especially agricultural methods.

"When I started we used a corn picker. Now we use a combine," he said.

He said most of the changes have taken place, as the result of economics.

"S a m e a s everything," he said.

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# Keep it clean

STOUFFVILLE — yards of earth from the Bloomington Rd., 404 interchange, to a proposed fill section immediately south and north of Vandorf Sideroad.

However, due to poor soil conditions in the area of the 404-CNR crossing, south of the Vandorf road, the Ministry had asked the Region for permission to use Woodbine Avenue, from the Bloomington Sideroad to the Vandorf Sideroad, Vernon said.

An estimated 30,000 trips would be made by trucks over the four-to-six month period.

Vernon said the Region had granted its permission, but under the following conditions: the contractor be responsible for keeping the pavement and shoulders of the roads involved, clean to the satisfaction of the Region, the western approach to the Bloomington-Woodbine intersection be gravelled for about 200 feet before hand, in order to reduce the amount of earth tracked onto Woodbine; trucks haul between 6 a.m. and 3:30 p.m.; provided a policeman is hired to direct traffic at the Vandorf-Woodbine corner between 6 a.m. and 9 a.m.; "trucks turning" signs be erected in advance; structural and pavement conditions on Woodbine be assessed jointly by M.T.C. and York personnel, before and after hauling, with all damage to be repaired by the Ministry.

The letter was received by council.

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