



Photo—Canada Pictures (Toronto)

Yonge St. looking south to King showing top lift excavation and temporary suspension of utilities. Picture also shows commencement of truss work in this area.

method is used in Toronto. In this way the street is removed, block by block, to a depth sufficient to allow the operation of steam shovels below the street level. Then a temporary wooden road, or decking, is placed over the excavation permitting the resumption of normal vehicular traffic.

After construction of the actual tube, the backfill is put in using fine sand and water to pack it tightly; the wooden road is then removed to complete the backfilling and a temporary road again laid. This is left till all settling of the "fill" is complete, then the permanent road—without street-car tracks—is surfaced.

This method of construction had resulted in saving several millions of dollars in actual costs and was made possible only because Yonge St. is long and straight. In London for example, no street is straight for any great distance, therefore the cut and cover method of construction would be impractical. The curves of a rapid transit system cannot conform with a normal street corner,

which would be far too steep to permit the safe operation of long trains.

The private right-of-way was adopted outside of the congested business area for the following reasons: better grade; better transfer arrangements at cross-town lines (an extremely important feature for about 75% of the subway's passengers will transfer to or from surface vehicles); a net saving of over \$6,000,000 in actual construction costs.

When completed and in peak operation the subway will be able to handle 40,000 passengers per hour in each direction on Yonge St. alone, this compared with 14,000 per hour on the existing system. At the present time average speed of surface transportation is six MPH while the average speed of the rapid transit system will be 18 MPH or better, including stops.

My first inside view of the actual subway was at the Queen St. intersection. At this point the eventual Queen St. subway will cross under that of the Yonge line and with this in mind the excavation has been made deep enough