

telephone call to the "Rapid Transit" offices it was apparent that those in control were proud of their occupation and anxious to inform the populace in general of the manner in which their money is being spent. It is in fact interesting to note from the outset, that the construction is being financed 100% on the fares of the transportation system's riders and not by use of the taxpayers' money.

Any person visiting or living in the city of Toronto within the past few years knows full well the traffic congestion found on the streets, particularly in the down-town area. The need for traffic planning to alleviate the situation is a foregone conclusion. Part of such planning is the "subway". When the four-year project is completed the big red street-cars will be gone from Yonge St. as will the car tracks and overhead wires; gone will be the large numbers of street-car riders crowding out onto the road waiting to catch the next car; gone also will be the familiar figures of the Toronto Transportation Commission Inspectors standing in the middle of the road. The T.T.C. and civic officials do not suggest that the subway is the cure-all for Toronto's traffic problem, but it will be a step in the right direction.

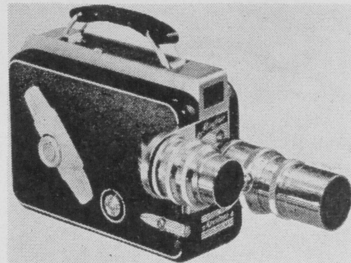
The T.T.C., established in 1921 by a Provincial Act, now operates about 1,000 street-cars, 500 buses, 100 trolley coaches and carries over 300 million passengers in a single year. After 29 years of operation it was found that tracks and equipment on Yonge St.—the main artery of this system of surface transportation—were in need of replacement. Rapid transit had been under serious consideration, but when it was known that \$12,000,000 would be required to replace surface tracks and cars, impetus was given to the subway project. The entire Yonge St. rapid transit system is expected to cost in excess of \$30,000,000, but this compares favorably with the figure required to perpetuate a system which would only hamper the

eradication of an intolerable surface traffic problem.

The subway starts on Front St. at the Union Station, about 1,200 feet west of Yonge St. From here it extends to Yonge St., then north under the street about 5,800 feet to College St., approximately the northerly limit of the down-town area. From here to Eglinton Ave. the system will follow what is more or less an "open-cut" or private right-of-way. There will of course, be a few areas in which this type of construction will be impractical and there engineers will resort to tunneling. For the most part the open-cut will follow the general street line of Yonge and will be located approximately 150 feet on either one side or the other of the thoroughfare.

When the subway was first projected, many laymen assumed that it would be built in the form of a tunnel, similar to the manner in which those in London, England and other centres were constructed. However, the "cut and cover"

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