

THROUGH STREET PLAN FOR LOCAL TRAFFIC APPROVED BY FINANCE COMMITTEE

Ask That City Council Pass Necessary By-Law To Experiment With Plan, Despite Objection of Street Railway Superintendent.

Automobile accidents would not be lessened in London by the adoption of the through streets plan, Harry Humeston, superintendent of the London Street Railway Company, told the members of the finance committee yesterday afternoon. He stressed the fact that the committee should consider the safety of all classes of people, including the pedestrians and those who ride the street cars as well as those who drive autos. The through streets would develop into speedways, he insisted.

However, the committee decided that the City Council should be asked to pass a by-law naming King street, Queen's avenue, Waterloo street, Wharncliffe road and Stanley street as through streets. The matter will be submitted to the provincial department of highways also.

A letter was received from Windsor's chief of police stating that accidents there had been reduced by 50 per cent since the inauguration of the through streets plan. He advised that the through streets would be controlled by a police force should an accident occur.

But a communication from the department of highways urged that this plan is merely an experiment in two Ontario cities as yet, and that a uniformity of laws is desired. It would be necessary to wait to see how the experiments work out before the department could take any action.

The question of the city's ability to enforce the by-law compelling all vehicles to stop before entering or leaving the through streets, without the approval of the department of highways, came up. Chairman Towse thought there would be no trouble in securing that approval.

Chief of Police Birrell explained that the police in Windsor are enforcing it without difficulty and he thought it would be a good plan to try out at any rate, it would reduce accidents.

"I do not think it would reduce accidents," Supt. Humeston contended. "I will give you an instance of what it would do. We brought a car out of the main city only the other day and the whole side of it was nearly torn off by a motor truck that passed while the car was stopped. Those cases would be multiplied under the through streets plan. A motorist can get from one end of the city to the other in five minutes now. What do you want to do, provide a few speedways so he can cut that time in two? That is just what you are doing. We must protect all classes of citizens, and not only the people who use automobiles. The pedestrians and those who use the street cars are entitled to consideration."

There was some discussion followed with respect to the advisability of diverting traffic away from the main streets. The proposed plan would do that, Ald. Towse thought.

Mr. Humeston suggested that two members of the committee should visit some other cities where the plan is not in effect before making any definite decision; but this did not meet with the approval of the other members.

A suggestion made by Ald. Anderson that southbound Normal cars stop on Askin street instead of on Wharncliffe road was not accepted. Superintendent Humeston objected that it would be dangerous to carry it out.

The company used to have the cars stop around the corner of Askin street, Mr. Humeston said, "but we found there were too many accidents due to the fact that many northbound motorists would not know the cars were turning and collisions would result. Accidents have been practically eliminated there since we changed the stop to Wharncliffe road. We must not lose sight of the fact that the passengers getting on and off the cars must be considered. It would be dangerous to take them all across the Wharncliffe highway to Askin street and then make a large percentage walk back through the stream of autos. Surely the motorists using the Wharncliffe road can stop for a minute or so while passengers are alighting from the cars in order to protect human life."

"The motorists could proceed carefully around the corner and this eliminate the danger of collisions with automobiles," Ald. Anderson suggested. "All the responsibility cannot be placed on the motorist," Mr. Humeston explained.

In view of those conditions it was decided that the stop should remain as it is.

The parking by-law was considered.

NOTED STARS IN LOEW'S FEATURE

Ramon Navarro and Barbara La Marr Make Hit

In "My Name is Woman," the feature picture at Loew's the last half of the week, Manager Jackson has secured a film that will long be remembered by patrons of this theatre. Ramon Navarro, as Juan Pizarro, the soldier lover; William V. Mong, as Pedro the murderer; and Barbara La Marr, as Guerrita, his youthful wife, play the stellar roles and leave nothing undone in making the picture as nearly perfect as was humanly possible.

The story is one of tragedy, arising out of trouble between the soldiers of Spain and a band of smugglers. Ricardo, as a soldier in the Spanish army, is ordered to make love to Guerrita, the young girl who is the daughter of the aged smuggler, and obtain the conviction of the latter both on the smuggling charge and on a charge of murdering his wife.

There is tense drama, dealing largely with the efforts of the soldier and the girl to first find love and then find a way to marriage and the home and family that they both want.

The girl's father, who is a smuggler, has youth have to make a definite and final decision of their problem, terms with the smuggler, and the soldier, Ricardo, is ordered to make love to Guerrita, the young girl who is the daughter of the aged smuggler, and obtain the conviction of the latter both on the smuggling charge and on a charge of murdering his wife.

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LARGE AUDIENCES SEE MASTER FILM

Londoners Enthusiastic Over "The Hunchback of Notre Dame"

Allen's feature offering this week, the screen version of "The Hunchback of Notre Dame," has awakened city-wide enthusiasm in a picture which takes rank with the best yet produced, and will doubtless be an example of classic portraiture for many years to come.

To say that the picture version is worthy of one of the greatest novels ever written by the incomparable Victor Hugo, with actors less wholly lost in their parts and in scenes presented on a less magnificent scale, would be a thing to be received with a shrug. In this picture, however, the world, talented artists, and the studio world, in a fine, long, and beautiful place, which has itself the seed of imperishable greatness.

No one not having seen "The Hunchback of Notre Dame" so far should not let the opportunity extended by Allen's escape them this week-end. Many too, who have seen it will return to wonder at scenes transcendently beautiful in their telling, and in the superb interpretation of love, hate, bigotry and self-sacrifice which revolves about Quasimodo, the hunchback, whose fate, as told by Victor Hugo, is the seed of imperishable greatness.

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TWO COLLEGIATES COSTING \$350,000 EACH APPROVED FOR BUDGET BY TRUSTEES

Plans for Three-Story Buildings Will Go Before Board of Education and City Council for Ratification.

Two new collegiate buildings, each costing \$350,000, and involving a total expenditure of \$700,000, that in substance is the building program outlined at a meeting of the collegiate committee yesterday afternoon, and in the course of a week or so it will be placed before the Board of Education for ratification and later taken to the City Council along with the 1924 budget of the city's educational department. The amount is divided equally between East and South London districts. The site has already been purchased in South London, but in view of the fact that a larger school is needed, the same amount of money is being set aside for a second school, where a site must be secured.

The East London Collegiate, according to proposed plans, will contain 14 classrooms, a gymnasium, a manual training department and a gymnasium and auditorium. This will provide accommodation for 450 students.

The South London Collegiate will contain 14 classrooms and the same number of science rooms, with household science, manual training, gymnasium and auditorium.

"If we fail to see the necessity for additional accommodation at this time we will be juggling with the future welfare of the children of London," Grant, chairman of the committee, declared. "For that reason I am prepared to go to the City Council with a definite request for two schools. The opportunity for a high school education comes but once in the life of an individual and I have enough confidence in London to believe that she is ready to take the occasion. If the Council turns a deaf ear to our proposals—if the mayor and aldermen positively refuse to give the children of London the opportunity of a high school education, I am sure that we will have to regret his action."

The committee members did not arrive at their decision without careful consideration. There were a great many questions asked and answered, and the discussion of existing conditions and possible opposition from the mayor and aldermen lasted for more than an hour.

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