

of the metal. The base is corrugated on top and offers no obstruction to vehicles like a sign.

For the purpose of making clear to the public all the special traffic rules in Detroit as they apply to each local case, various kinds of street signs are used, each one having painted on a target at the top a simple but clear explanation of what is meant. This method of instruction is much more reasonable than trying to put every regulation into an unchangeable ordinance, and then to expect every chauffeur and driver to remember the rule for each place. The Detroit ordinance is a very broad and general one, giving the Police Department wide discretionary powers without the continual need of new legislation, allowing constant progress without any delays or hindrances. Again, traffic signs in other cities are often too obscure, with perhaps merely an arrow on them, meaning nothing to the uninitiated. In Detroit each problem is studied and then appropriate signs are painted to suit the need of each place and to explain whatever rule is made.

The Detroit signs are used to mark safety zones; locations of hydrants; whether to park automobiles parallel to the curb or at an angle; time limit on parking; places where no parking is allowed, as in front of theatres and car stops and along certain congested blocks; dangerous street car intersections; warning to lock cars on leaving them; public automobile stands; the direction of traffic on boulevard divisions and one-way streets, etc.

The troublesome problem of the left-hand turn has been solved in Detroit. Vehicles wishing to make the turn wait in line near the centre of the street, and are not allowed to mix in with the other traffic as in New York, where unregulated turning sometimes blocks all traffic for a time. When the traffic direction is changed in Detroit, then the waiting vehicles make the left-hand turn before the cross traffic starts to move, thus getting quickly and completely out of the way. One little improvement is needed here in the Detroit plan, viz., a change in the old rule that a vehicle going to the left should pass beyond and around the centre of the intersection. Instead, the turn to the left should be made just before reaching the centre of the street, this plan enabling two sets of vehicles, coming towards each other, to make the left-hand turn at once without blocking each other as they do under the present rule. Right-hand turns can be made at any time in Detroit, another improvement tending to keep traffic moving.

In some cities persons who prefer to drive their own cars or cannot afford a chauffeur are deprived of riding to and from business because no public parking space is provided where they can leave their cars during the day. While this deprivation may appear to have an advantage in reducing the use of the streets, it is a question whether it really does so, because the automobiles of those who are driven to business must immediately go back to their garages, using the same street four times a day at the rush hours, against twice for cars stored in the business section. Detroit provides special public parking space, Cadillac Square holding no less than 300 automobiles at one time, arranged in four rows, with three passageways for getting in and out of the Square. Vehicles can also be parked parallel to the curb in two rows on each side of the Square, but only for an hour at a time.

In the enforcement of the Detroit traffic regulations Police Commissioner Gillespie has shown much good sense and an occasional touch of humor, which has

helped in giving publicity to the work, and in teaching the needed lessons to offenders. Automobiles found parked in forbidden places were sometimes towed away to Cadillac Square, where they were kept until reported stolen by the anxious owner, who, on recovering his car, generally remembered what to do another time. Cars with dazzling headlights have been held up at night and the offending lamps dimmed on the spot with white paint. Such measures, however, are no longer needed, and now the chief question is where to improve and extend the system.

Toronto has a rather novel innovation in traffic regulation, which was adopted after studying the practice of other cities. In Toronto there is no regular traffic squad, but every man takes his turn for two weeks at a time, no officer being permanently stationed at the same corner, as in other cities. This might seem a disadvantage, but it is clearly an advantage when one knows the reasons. It is done to promote efficiency by keeping traffic men from knowing the regular users of a street too well, and showing partiality as a result, and also in order to prevent an officer from feeling that any special post belongs to him and that he only knows how to handle traffic at that point.

Now these last things which are avoided in Toronto by constant rotation in traffic service are some of the chief weaknesses found in traffic regulation in other cities, and the Toronto plan should be carefully considered by other localities. One of the most common and serious defects in traffic regulation is changing the direction of traffic too seldom. Officers fall into the habit of taking more and more time before blowing the whistle, often waiting for just one more vehicle in the distance to come up, with the result that crossing delays are getting to be more and more serious in the older cities. As the delays to vehicles vary directly with the frequency of changing the direction of traffic, the need of the most frequent possible changes is apparent. In Toronto, with even a heavy traffic of vehicles and street cars, a frequency of 15 seconds between changes has been found, while on Fifth Avenue, New York, it averages nearly a minute sometimes, varying largely with the habits of individual officers. One Fifth Avenue officer was found to change the direction every 22 seconds, an almost ideal frequency, while another man at the same place, with less traffic, averaged over 50 seconds, causing more than twice the delay to all vehicles.

The keeping of one officer at the same corner certainly does encourage a false idea of importance and cause the showing of favoritism with some traffic men; also resulting in the habit of talking too much to friends and regular patrons of the street crossing, instead of watching vehicles and pedestrians. It obviously certainly does not tend to promote the co-operation of chauffeurs with the police department in reducing speeding and street accidents to have them held up for a minute or two every time they pass a certain officer. And so the Toronto plan of rotating men and assigning them always to different corners could well be added to the efficient methods of Detroit.

In pursuance of the policy of the Provincial Department of Roads to provide better road facilities throughout the province of Quebec, the proposal is being made by the department to the authorities of the Provincial Government to build two new bridges, one across the Jacques Cartier River at Donnacona, some 30 miles above Quebec, and the other across the Batiscan River at Batiscan, some 60 miles from Montreal.