

London Traffic

(By R. A. Scott-Jones.)

One day, in the year 1904, certain persons stood at Hyde Park Corner, in London, counting the vehicles which passed between 8 a.m. and 9 p.m. The number was 20,000. Nineteen years later enumerators stood at the same spot between the same hours, and counted 56,000 vehicles. It was remarked that the number had almost doubled. To the citizen of New York that may seem a small rate of increase. I suppose the traffic in Broadway may have doubled in five years, quadrupled in ten—I have not the statistics, but I have a vivid recollection of the contrast between 1923 and 1912.

We have not doubted our London traffic figures. But it should be remembered that the problem which has only recently vexed the authorities in New York and Chicago has been ever present in London for centuries. Even in 1598—before the Pilgrim Fathers sailed—John Stow, author of "A Survey of London," complains of the traffic conditions, and the failure to observe "the good laws and customs of this city." And if we go back a little further, to the time of the Middle Ages, we find that the conditions were far worse than they are today. The congestion in 1904 was far greater than in 1924.

Judge Cluer declared the other day in a court of law that "London is made up of elderly men and women trying to get out of the way of vehicles." But these men and women, being elderly, must remember the days where there were no automobiles, when the traffic crawled and staggered over the crowded streets. My own earliest

recollection of this formidable city is that of it not very wide thoroughfare seen from the top of a horse-omnibus—or rather, not the thoroughfare itself, which was invisible, but of an interminable double column of horse-omnibuses struggling to make progress, horses slipping and recovering themselves, wheels jammed against wheels, foot-passengers dodging beneath the heads of horses—an amazing chaos which, if it happened today, would be the subject of debates in Parliament and fulminating letters in the columns of The Times.

The police will bear out my contention. Chief Constable Bassett, an official of thirty years' experience, was recently questioned about modern traffic conditions, and replied: "In the days when horse-drawn vehicles predominated, once a block occurred it took a long time to sort it out, and I have seen traffic stationary from Piccadilly Circus to Old Bond Street."

I can remember another occasion when I was in my teens, sitting almost in the centre of Hyde Park, which is to London much what the Central Park is to New York. North and south of this considerable open space run two of the great main roads which join the centre of London to the suburbs. As I sat there I heard from the one side and from the other a continuous deep rumble into which the noise of a procession of horse-vehicles melted, like the sound of a distant intensive bombardment on the western front in the war. But a day or two ago when I was in the same spot, there was no such continuity of sound, for

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OTTAWA HOUSE TAKES HOLIDAYS

Ottawa, April 16—When the House of Commons adjourned at six o'clock

today, the Easter recess was begun. The Commons will not re-assemble until April 24, when the budget debate will have precedence over all other business.

Q·R·S

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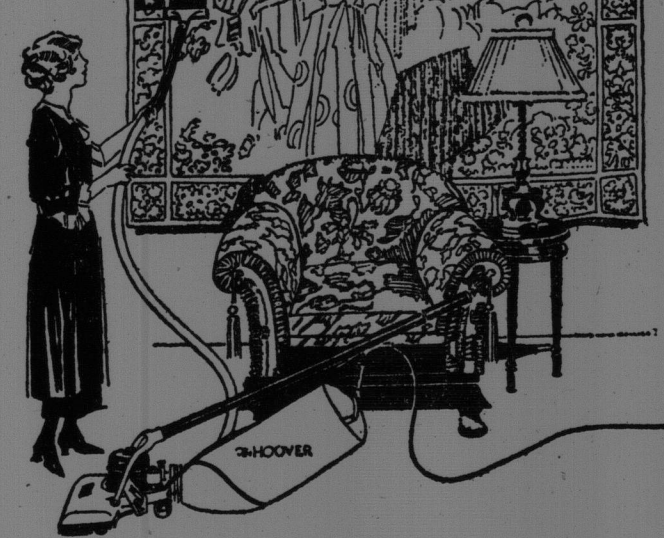
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J. H. CORCORAN GETS PROMOTION

Popular C. N. R. Official

General Agent of Steamships Department

Moncton, April 16—John H. Corcoran, general travelling passenger agent C. N. R. Atlantic region, has been appointed general agent, steamship department, Atlantic and Central regions with supervision over all steamship passenger traffic through the ports of Quebec, St. John and Halifax, according to announcement made here today.

Mr. Corcoran, dean of the C. N. R. travelling agents well known throughout the Maritime Provinces, where he enjoys a wide acquaintanceship and has many friends among the public, railway and steamship officials.

A native of Charlottetown, he entered the service of the Intercolonial Railway at Moncton in October, 1890, as roundhouse clerk, transferred to the general passenger department as general clerk and traveler in 1892, resigning in August, 1911, to become general agent, passenger department, Grand Trunk Railway, headquarters Moncton, where he continued as such until co-ordination of the C. N. R.-Grand Trunk lines in the spring of 1921. When he was appointed general travelling passenger agent C. N. R. here, his duties being particularly concerned with the steamship passenger traffic through Maritime ports.

N. S. ESTIMATED REVENUES SHOWN

Halifax, April 16—Estimated revenue for the present fiscal year of \$5,454,879.06 against estimated expenditures of \$5,448,827.21 were shown in the budget brought down in the Nova Scotia Legislature this afternoon by Hon. D. A. Cameron, Provincial Secretary and Treasurer, who gave notice that he would tomorrow move the House into committee on supply to consider the estimates.



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"Walnut!" exclaims the delighted visitor. "I do love walnut."

"Yes, we like walnut, too," replies the hostess. "This is only a moderate-priced suite, but it is solid. Bob says he'd sooner have a Gibbard Solid Walnut suite, no matter what it cost, but really, you'd be surprised to know how moderate in price Gibbard Solid Furniture is."

"Solid! Is this Solid Walnut? Why, solid walnut used to cost a small fortune! And it's a lovely Chippendale design, too. Really, I am in love with it. Solid Walnut—do you mean it?"

"Yes, guaranteed genuine, solid walnut," repeats the hostess, smiling.

And she opens a drawer and shows the guarantee reproduced below, which is attached to every piece of Gibbard Furniture sold.

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