

TORONTO TO HAVE SEMAPHORE SYSTEM OF TRAFFIC CONTROL

Deputy-Chief Dickson Explains American Method in Detail.

BETTER THAN "COP"

"Stop." No traffic cop has waved his hand, but a long line of traffic at a downtown intersection has been brought to an abrupt halt. "Go." Again no movement on the part of the motorist of the law, but the long line of vehicles continues on their way. The constable also, is not standing in the devil's strip, in the centre of the intersection, but off to one side.

This is a scene which will in all probability be enacted at most busy intersections in Toronto next year. To relieve the readers' suspense it must be explained that the above is a reference to the semaphore traffic signals, which it is proposed to install in the Queen City in the near future. Chief of Police Grasset informed the board of control yesterday that his department was drawing up plans for them. He said there had been some trouble in getting them, as they are not manufactured in Canada.

For the benefit of Torontonians who have not seen this system at work in some of the larger American cities, the operation of these semaphores must be explained. It is a very simple arrangement, but one that increases efficiency in handling traffic more than 50 per cent. A small concrete pedestal rests on the street pavement, situated somewhere in the busy intersection, and rising perpendicular to it, is a hollow iron bar, about as high as the average constable's waist. Another bar is fixed into the lower bar in telescope fashion, so that the height of the two bars combined is well over a man's head. On top of the upper bar, a square, box-like arrangement is fixed, with the word "stop" on two sides, and "go" on the other two. Where the two bars telescope, a handle is placed, so that the constable operating the semaphores, can with a movement of the arm either hold up traffic, or allow it to proceed. On top of the box is an electric lamp with four bulb-eyes. On the two sides corresponding to the "stop" signal, are red bulb-eyes, and on the "go" side are green lights.

Deputy Chief's Idea. It was Deputy Chief Sam Dickson, who first conceived the idea that Toronto should have adopted this system and he has been working on it for some time. Last year, during his vacation he took an extensive motor tour thru most of the big American cities and studied the modern methods in vogue there, of handling traffic. He finally came to the conclusion that this type of semaphore was the cheapest and most efficient method. He secured the consent of Chief of Police Grasset to proceed with his plans, and an order has been placed for one of these semaphores to be used on trial. The matter will finally have to receive the sanction of the board of police commissioners, and the board of control will have to vote the necessary amount of money for installing the system.

"How will these things work?" The World asked the deputy chief. "There isn't room enough for them to be placed in the middle of the intersection where there are car lines." "We have realized that," was the reply, "and have made plans accordingly. We will take the case of Queen and Yonge streets as an example. The semaphore could be placed in one of the four triangular corners made by the intersecting car tracks, in such a position that the street cars would have plenty of room to pass, and yet not be in the way of other vehicular traffic."

More Decisive. "But what advantage will that be over having just a traffic cop on duty in the devil's-strip?" inquired the reporter. "It's much more decisive for one thing," was the reply. "No matter how much training we give constables in traffic handling, they can never be brought to as high a state of efficiency as an operated semaphore. There is always a tendency to waver their arm unnecessarily, which is at best, confusing. There can not possibly be any confusion when by simply giving one turn, traffic is warned to stop."

"Another big advantage will be the handling of traffic at night. It is hard for driver to see the constable's arm after dark, although we have unsuccessfully tried to get over this by fur-

nishing white gloves. With these red and green bull's-eye lamps on top of this post, there can be no question as to its being seen. If the stop signal has been given to westbound traffic, the red light can be seen by motorists for a block or more. It will also help by letting him know, that in all probability, the "go" signal will be given by the time he reaches the intersection, thus saving him the trouble of stopping his car. If he is a block away and sees the green light, he will know that he cannot cross in time, and slow up accordingly."

"Will the semaphores control pedestrian traffic at crossings?" asked the newspaperman who bravely faces death daily, in an effort to cross Yonge street.

Cannot Control Pedestrians. "That is almost an impossibility," said the chief. "The traffic cops have never been able to do it, and I don't suppose the semaphores will either. You will always find people foolish enough to take a chance, and attempt to dive hither and thither thru traffic, in order to reach the other side a minute sooner. The same condition applies to every American city, with the exception of certain streets in New York City, where the traffic is so dense, it is impossible to cross until one-way traffic is halted."

"Will there only be the one man at every intersection?" was the next query. "That is a matter that will have to be worked out. I am firmly convinced that one man is necessary to operate the semaphore and another should be somewhere in the vicinity to attend to the regular police work. Of course, this would necessitate more men for the force, and that is the thing we are up against. We need 250 more men, and all we are getting is 88. Many of these have left, too, and we are badly undermanned."

So far no Canadian city has adopted this scheme, and as a consequence, none of the semaphores are manufactured in the Dominion. Deputy Chief Dickson has entered into negotiations with the Canada Ingot Company at Guelph, Ont., who have agreed to make one up for him. It is thought that the cost of each will be in the neighborhood of \$40. "I am pretty certain that the police commissioners will approve of them when they see this one in operation," he said.

OAKOAL COMPANY AND BOARD AGREE

Undertaking Will Go Before Council on Monday for Ratification.

The final agreement between the city and the Oakoal Company which is under contract to take 50 tons of garbage a day for the manufacture of fuel, was approved by the board of control yesterday and will come before council on Monday for ratification.

The only point in dispute yesterday was Commissioner Wilson's proposal that the company should pay any additional cost per load that he might incur in future in consequence of an increase in wages for handling the garbage. A. C. McMaster, representing the company, would not agree to this. He was perfectly willing to accept the commissioner's certificate regarding wage increases, but insisted that the proportion of the increase to be charged against the company should be a matter for arbitration. This suggestion was accepted by the board. Mr. McMaster said his company had already expended over \$40,000 on plant, and would shortly be producing in quantities.

A LOVELY REGION.

One hundred and forty-five miles north of Toronto lies the "Lake of Bays region," one of the most attractive of the summer playgrounds in the "Highlands of Ontario." It is 1,000 feet above the sea level, is immune from hay fever, has good boating and fishing, golf, and is supplied with some of the best summer hotels in Canada, among which is "Bigwin Inn," accommodating 500 guests. For descriptive literature with list of hotels, rates, maps, etc., apply to any agent of Grand Trunk, or write to C. E. Horning, D.P.A., Toronto, Ont.

ANTI-VACCINATIONISTS WANT INVESTIGATION

The opponents of vaccination sent a deputation to the board of control yesterday to demand an investigation into several matters pertaining to the public health administration in the city. Dr. H. Becker, one of the deputation, said a fuss had been unnecessarily raised about the recent smallpox outbreak, greatly to the detriment of the city, while, as a matter of fact, only 2700 people out of half a million had the disease. Dr. John B. Fraser also intimated that some of the vaccine used was unsafe. They wanted the question of compulsory vaccination left to the public to decide.

The deputation was advised to put its charges and suggestions in writing and it would be considered by the board.

BUILDING PERMITS ISSUED.

Permits were issued by the city architect's department yesterday as follows: Mrs. J. M. Washington, apartment at 28 Hillsboro avenue, \$20,000. C. W. Richards, residence, 944 Logan avenue, \$4,500. A. J. Reid, residence, Oriole Parkway, \$4,500. J. M. Walkey, six houses, 38 to 48 Armadale avenue, \$24,300. Nightscapes & Smith, 3 pairs houses north side of Milverton boulevard, \$24,000. W. P. Levack, 99 Northcliffe boulevard, east-side public garage, at 66 Clinton street, near College, \$40,000.

LITIGATION OVER HOUSE.

Evidence was heard by Mr. Justice Latchford in the non-jury assizes yesterday in the action for \$2721 claimed by Elmer Miller from George W. Hunt, \$1721 being for labor and material supplied in the erection of a house on Hillside avenue, and \$1000 for alleged breach of contract. Defendant says he has paid \$1114 for

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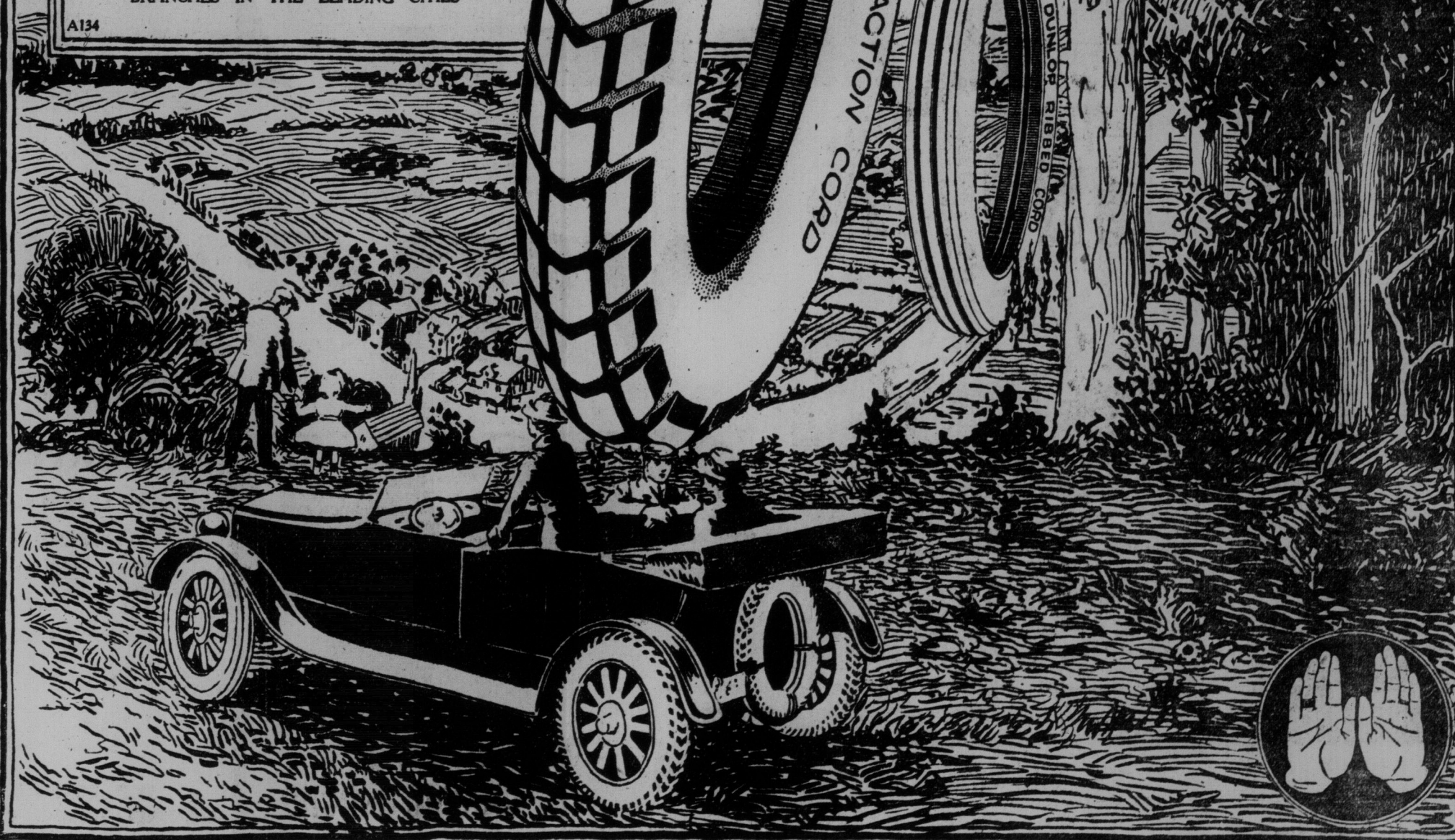
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CONTRACT-SEEKING FRIENDS FARE ILL

General Sir Alex. Bertram Gives
Evidence in Carr-Harris
Munition Case.

Brig.-General Sir Alexander Bertram, former head of the shell com-

mittee, giving evidence in the action by Carr-Harris against the Canadian General Electric Company for \$63,280 alleged due for commission on munition orders, before Mr. Justice Kelly in the non-jury assizes, paid a complimentary to the Canadian manufacturer whom "we found very honest and straightforward in all our dealings with them." He told of a contract for shells and primers which had been negotiated by Senator Nicholas, general manager of the defendant company.

He only knew of two cases where contracts had been let on which commissions were being paid. One, a Toronto case, had been canceled, and the other was the Allison one, where Allison alleged he was not getting a commission. Answering Mr. Tilley, K.C., for the defendants, witness said they would not let contracts to be farmed out. He said his friends fared badly when they came asking for contracts. "I turned them down oftener than anyone else."

JUDGMENT FOR \$80,491.

Judgment was given yesterday at Osgoode Hall in favor of Frank Samuel Limited, of Philadelphia, for \$80,491, against the Black Lake Asbestos and Chrome Company of Toronto. Plaintiff company alleged they had purchased a quantity of chrome ore from the defendants at \$25 per ton, the price of which subsequently rose to \$53 a ton, and that the defendants failed to deliver.