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**Our Montreal Letter**

(From Our Own Correspondent.)

**LOOKING AHEAD AS REGARDS AUTO TRAFFIC.**

The city and the Province are harassed with problems of a grave nature owing to excessive auto traffic in certain sections. The slogan of Montreal is, "Watch It Grow." With its growth many useful and necessary changes must be planned and adopted to meet the great wants that will be caused by the force of circumstances. The Herald in a leading article on the subject, says in part:—

"Forward looking people here, with a certain modicum of civic pride are beginning to wonder what is to happen if the auto traffic continues to increase at the present and recent rate, with no provision made for it in our streets. At least a dozen of important highways are already badly overworked and congested, and their number will increase with growing rapidity. At present the city and district of Montreal has 80,000 autos owned and operated by residents. And to this must be added the visits of about 215,000 cars to the province, and most of them to Montreal, before the season is out.

At the current rate of increase, 15 per cent. per annum, city owned cars will in 1930 be present in our streets to the number of 182,000, while auto tourists, mounting in numbers at the rate of 50 per cent. per year, will in 1930 run to 450,000 throughout the province, with most of them spending a sojourn in the city. That, in itself, would be bad enough from this point of view of increasing exposure

to accidents and deaths, loss of time, inconvenience and other hardships. But the situation will be further aggravated by the growth in population and the probable doubling up of tramway rolling stock to accommodate this denser population.

In fact the outlook is distinctly alarming unless the situation is handled properly and a start made at once. Incidentally, it is curious to note that the Provincial Department of Roads is now campaigning against certain abuses along the highways—the blocking of the roads at the centre by slow moving traffic; excavations that are unwarranted; the placing of commercial signs where only danger signs and traffic direction signs should be, and so forth. In fact it is just possible that some of the much needed reforms will actually start in the rural parts and work towards the city.

Great Montreal, which now has a population just 23,000 short of a million souls, is growing at the rate of about 100,000 per year. But, unfortunately, accommodation shrinks instead of broadens, even with the drift of thousands to lake shore parts and an increasing overflow into the suburbs. With some 600,000 cars in the Montreal district in 1920—and that is not an extreme estimate—parking space would be tremendously overcrowded. In fact merely ten per cent. of these cars, if parked nose to tail, with no space between, would take up 175 miles of street. Of course, by that time, special basement garages for parking, subways or overhead railroads or other means of relief might develop. But that is just the point—will such conveniences be supplied in time, and an appalling death and accident list be avoided, unless

the whole traffic system is properly re-planned by experts? Or will the city continue simply to muddle thru and trust to luck, regardless of the losses sustained manfully in life, limb, collision and general business.

It is obvious that if the city cannot properly handle the traffic it now endeavours to accommodate, the situation will be greatly worse when the traffic doubles and the density of the population is much greater than at present. Piecemeal patching and tinkering with one way streets from time to time will afford very little measure of relief. The present burden of traffic during the rush hours from the down-town to the up-town regions fairly clogs all the main arteries and presents a situation that needs to be coped with at once. Anyone with the most elementary knowledge and foresight can visualize the Province will what the next five years will bring.

Linked to a certain extent, with the problem of city auto traffic is that of the province; and the Provincial Roads Department is now urging motorists and other drivers, as well as proprietors along the highways and regions adjacent thereto, to observe certain plain rules favoring a smoother movement of traffic of all sorts along the roads. As regards a fair distribution of slow moving and fast moving traffic we mean horse-drawn vehicles and auto-trucks. Also touring cars, evidently compose what is called fast traffic. A few figures are sufficient to illustrate the progress of fast circulation in ten years. In the fall of 1913, about 6,000 autos used the roads of the Province of Quebec. This year, if the tourist traffic from the United States and the neighbouring provinces is considered, at least 250,000 autos could be registered. Slow circulation, the greatest proportion of which is formed by the horse-drawn vehicles, is rather less, on our main highways, than it was some years ago, all conditions being the same for communication facilities.

The Government has built good roads both for farmers and automobilists. Should there be any preference for one of them, it would be naturally in favor of the farmers. The two main classes of people that use the highways have to agree in order that each of them derive from the road a maximum of benefit and utility. Slow traffic is naturally inclined to use the sides of the road and to leave the centre for faster vehicles. This tendency should be accentuated, and, if possible, generalised, not only in open country, but still more in towns and villages.

In the United States and in Europe, a certain number of cities have brought into practice a system with very satisfactory results. Main streets have been divided into two, or rather three zones; the center and the sides. The centre of these streets is used by fast traffic, while the side lanes reserved for slow traffic only. All vehicles have thus a clear road, and traffic does not suffer any delays, dangers or nuisances.

**FIRE DEPARTMENT SUFFERS FROM FALSE ALARMS.**

Chief Gauthier of the Fire Department sent a special report to the Executive Committee of the City Council dealing with the false alarm epidemic which is becoming a public nuisance in certain sections of the city, and causing unnecessary expense, besides annoying the Department. Vigorous measures are to be used to put a stop to the evil. The false alarms at present, are coming from the North and Northeastern sections of the City, and the belief is, that a group of youngsters are amusing themselves in this criminal manner. The Department was recently successful in putting an end to such work at St. Henry. In 15 days 31 false alarms were sent in. A policeman caught a young man of 30 years sending in a false alarm at 12.45 in the morning. The policeman chased the guilty one and soon captured him. The Judge handed him a stiff reminder of his frolic, when he sentenced him to 6 months in jail, and a fine of \$100 and costs. He'll have time to think it over in jail.

**URGES COMMON SENSE IN FIGHTING DISEASE.**

Precautionary measures against diseases prevalent particularly in the autumn season are urged by Dr. S. S. Boucher, director of the municipal department of public health in a statement on the prevention of seasonal diseases. The diseases particularly referred to as peculiar to the late summer and autumn season are bronchitis, inflammation of the lungs, pleurisy, sorethroat, cold in the head and rheumatism, and the director of public health urges that all due care should be taken to prevent each disease from gaining a foothold and developing into chronic conditions.

To ward off attacks of diseases of this nature, Dr. Boucher emphasizes the importance of personal hygiene and regular habits. Any excess of food, work or late hours will prevent the regular functioning of the organs and reduce the maximum resistance of the system to disease. A person in perfect health is well prepared to fight the menace of contagion while a weakened person may become a victim.

MILNARD'S LINIMENT FOR HEAD-ACHES.

**THE RECENT FLOODS CAUSE HEAVY LOSSES.**

According to a report of the Colonisation Department at Quebec, the losses sustained by the recent floods, caused by the heavy rains of late in Charlevoix County, will cost the Government \$100,000 to repair the roads and bridges washed out by the storms.

**THE BRAVERY OF A POLICEMAN.**

The bravery and presence of mind of Constable Z. Boucher, of the Cote St. Paul station probably saved the lives of several children when a team of horses dragging a heavy dray became frightened and bolted across the canal bridge near St. Patrick St. The constable noticed the runaway and at the same time saw a group of children directly in the path of the frightened animals. He caught up with the team and after catching hold of the bridles, managed to stop the animals after being dragged for some distance along the street.

**WILD SCENE IN THE COURT ROOM.**

"You are ruining a number of men and young boys by selling them 'Moonshine,'" shouted an hysterical woman in the court, as a man named Greenberg was charged with selling liquor without a license. The woman in her rage, made a dash for Greenberg, who was in the prisoner's dock, to inflict bodily harm on him. Vengeance was sweet to her, and in spite of threats from Judge Monet, that he would send her to jail for disturbing the court, she refused to be quietened and had to be forcibly ejected from the court room by policemen. Greenberg was sent to jail for 3 months.

**BIG DECREASE IN TRAFFIC RECEIPTS.**

Traffic receipts of the Canadian Pacific Railway for the second week in September were \$2,067,000, a decrease of \$580,000 compared with the same week in 1923. In the first week of this month there was a decrease of \$385,000.

**THE UNEMPLOYED HAD TO BE DISPENSER WITH THE HOSE.**

An unusual scene, one nearly bordering on a riot, took place here recently, when a large number of men looking for work swarmed in the yard of the Dominion Glass Co. and refused to leave until the fire hose dispersed them. The men were bold, determined and aggressive, and demanded work at any cost. The plant had been closed for several months and when word got about that it was to re-open its doors, many who had been walking the streets for weeks in search of employment thought they saw a chance to again earn their daily bread. Early in the morning a crowd gathered in front of the plant. When the gate was finally opened the waiters found to their chagrin that former employees were given preference while others were kept back by the watchman on duty. Those in the rear of the crowd became impatient as they saw men passing through to the desired goal, commenced pushing, and the mob closed in more closely about the entrance to the property. Warnings and orders from the men on duty at the gate had no effect, and the eager work-hunters grew steadily more insistent till the high fence around the property threatened to give way beneath their pressure. It was at this critical moment that after several warnings the fire hose kept in the plant was brought into action. In the hands of the watchman it was played over the outer fringe of the crowd and soaked and spluttering men scattered in every direction.

The admission of old employees was then proceeded with in an orderly manner, while the less fortunate ones returned to their weary search in other quarters of the city.

R. J. LOUIS CUDDIHY.

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**WIN FOR BUGLER LAKE.**

Bugler Lake, former bantam-weight champion of Europe and holder of the Londale belt, did not give an impressive display when beating Kid Nicholson (Leeds) on points over 15 rounds at The Ring. The agreed weight was 125 lbs, but, though this is 2lb above the bantam-weight limit, Lake was unable to make it on going to the scale, and he preferred to have his forfeit retracted rather than attempt to get off the extra. Nicholson was 14½ inside, and Lake nearly the same weight over. For the first few rounds work-hunters grew steadily more insistent till the high fence around the property threatened to give way beneath their pressure. It was at this critical moment that after several warnings the fire hose kept in the plant was brought into action. In the hands of the watchman it was played over the outer fringe of the crowd and soaked and spluttering men scattered in every direction.

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