

verse effect on one of the finest residential districts of the north end. Glenwood crescent has become a veritable arterial highway, particularly over week-ends. Motorists from all over the city use it to get to Henderson highway.

Last year traffic in the Glenwood district became so hard on residential nerves that they went gunning for their aldermen. As a result, an ordinance was passed prohibiting through truck traffic on Glenwood crescent and Harbison, Carmen, Martin, Cobourg and Hart avenues. However, nothing has or could be done about automobile traffic. Construction of a bridge at Kelvin street would divert most, if not all, the East Kildonan traffic as well as that from east of Kelvin street. The distance from Harbison avenue and Kelvin street to Portage avenue would be cut by almost one-third.

In addition to these advantages, other benefits would accrue to the construction of this new highway. It might do something to revive property values along the route, just as the development of Graham avenue followed the widening of that thoroughfare. Merchants along Main street, who gain nothing from the traffic that speeds past their doors, might also benefit. Holidayers would have easier access to the trans-Canada highway by way of Henderson highway.

Louise Traffic Negligible

There is, of course, the Louise bridge, but the traffic from East Kildonan and Glenwood over it is practically negligible. It might be argued that the city would not be justified in building such a system for the benefit of people living in East and North Kildonan. Winnipeg, however, contributed about \$250,000 toward the cost of the two south Main street bridges, and these are used a great deal by St. Boniface and St. Vital residents.

There is, of course, a lot more to town planning than straightening, widening and construction of highways. One of the signal accomplishments of the town planning committee, which is also the zoning board, has been the classification of the city into residential, commercial and industrial zones. In an unplanned city, commercial enterprises creep into residential districts and the inevitable result is the lowering of property values in such areas. The committee, through its zoning rules, has done a great deal to prevent this in the last 10 years.