

CALL Whitehall 2-8101

return to Ottawa has not been set.

Fontaine's 20th re-election to the post.

services come under metro control.

He is well-known in central Manitoba as a creamery operator.

The Story Winnipeg's Bridges Tell

Which Winnipeg bridge do most motorists use — the new Disraeli or the five-year-old Midtown?

Neither, says city traffic engineer W. H. Finnbogason.

He says traffic over the two bridges is much lower than for the older Osborne St. and South Main St. bridges, according to a recent survey.

Disraeli handles 21,623 vehicles daily. Midtown carries 21,264. It was built across the

Assiniboine in 1955 to ease traffic congestion on the Osborne and Main St. bridges.

But today Osborne carries 26,131 vehicles. Main carries 35,214 daily. In 1955, Osborne took 20,000 vehicles while Main had 25,100 before Midtown opened.

This daily increase of 15,445 for the Osborne and Main bridges nearly equals the volume over the Midtown.

This "very forecably" shows the need for more facilities, Mr.

Finnbogason says. At least four new bridges are required in the immediate future.

Fourteen bridges and three major underpasses carry more than 385,000 vehicles in and out of a 2.5 square mile area of downtown Winnipeg every day.

More than 111,000 vehicles move in and out of downtown Winnipeg across the CPR tracks, while 113,000 cross the Red River and 134,000 cross the Assiniboine.

This is the daily traffic count for the major bridges and structures:

Arlington Bridge, 11,410; Norwood Bridge, 40,524; McPhillips Subway, 18,869; Sallier Bridge, 26,906; Louise Bridge, 12,688; Provencher, 23,858; Redwood, 15,933; Maryland Bridge, 29,188 and St. James Bridge, 22,605.

The Disraeli has cut traffic over Redwood by 30.9 percent, Louise by 35.5 percent and the

Main St. subway by 20.1 percent. These three now carry a total of 56,359 vehicles daily.

The Disraeli is running well below capacity. But Mr. Finnbogason hesitates to predict how long this will last. He points to the rapid increase of traffic on the Midtown after it opened.

Downtown traffic, especially the evening rush hour, reminds Mr. Finnbogason of football fans streaming out of a stadium after a game.