

# CITY OF VICTORIA AND GOOD ROADS

With a programme which, when carried out in its entirety, will call for the expenditure of nearly two million and a half dollars upon street pavements within this and the next year Victoria can truly be said to be doing her share towards carrying out the good roads movement. In fact it is doubtful if any city of its size in the Dominion is doing more in the class of improvement and that the results will be commensurate with this big outlay is the confident belief of its citizens. The city is prepared at the present moment to let tenders for some 50,000 square yards of asphalt pavement or about 2 1/2 miles in all and an equal amount has been passed and will be offered for tender just as fast as the contractors can handle it.

Never before in the history of the city has the good roads movement been better appreciated and more earnestly desired than at present. From every section of the city comes the cry for better streets and when the work has been completed there will be few cities better provided in this respect. Trunk roads, those leading arteries which connect the city with the outlying sections where the growth of population is rapid, have been provided for and no time is being lost in giving the downtown section its needed, properly constructed, thoroughfares.

The history of the good roads movement in Victoria is a history of sudden awakening and rapid development. Where ten years ago a paved street was a curiosity—in fact but a few blocks had been paved—today there are well paved thoroughfares, over practically the entire business centre, while the improvements are being continually pushed outward as fast as an overworked engineering staff can prepare the necessary plans and specifications.

With the passing of the years since the inauguration of paving was made here has come a change in public sentiment as regards the class of pavement to be adopted. The wood block found favor and continued in favor until a year ago, for business streets. Macadam was also a favorite, and today there are no less than 25 miles of this latter class of roadway laid. But in a city with the wet climate in the winter macadam has been found to be unsuitable and no more of it will be laid, though several streets have been passed for a bituminous macadam.

Now it is the asphalt pavement which is in favor and which is being laid almost exclusively. The city has already passed some 55 miles of this type of roadway and still the demand from all portions of the city is for more.

The relation between good roads and the welfare of the residents of a city has been amply demonstrated in Victoria. Few cities appeal to a stranger more than does this. It has always been a Victorian's boast that nowhere else will a more beautiful city be found. But it has sometimes been hard to convince a visitor that uneven roadways, roadways which lay deep in dust which ever and anon arises in its might to the discomfort of the pedestrian, are an essential in the scheme of beauty. Well kept pavements are a joy forever and that is what Victoria is aiming at and so far that aim has been kept closely to the bullseye.

There are now in Victoria four miles of wood block pavement, four miles of asphalt pavement, one and one-half miles of tar macadam, one-half mile of vitrified brick pavement and one-third of a mile of granitoid pavement, in all ten miles of what is known as the better class of pavement. There is in addition to this, 25 miles of macadam roadways. The city council has formulated plans and is prepared to call for tenders within the next month for 500,000 square yards of pavement or 2 1/2 miles. This allotment of pavement does not cover more than half of the amount of pavement that the city council has committed itself to build during the year 1911. It is proposed, however, to call for tenders for the above half million square yards of pavement immediately, which includes the trunk road scheme, providing main arteries leading from the centre of the city to the principal suburban districts.

It is the intention of the city council as soon as this scheme is thoroughly initiated and under way to call for tenders for a fresh

allotment of one-half million square yards of pavement. This it is hoped will bring the city's paving programme to where it should be at the present time, and after that, the work of paving will not be a special effort as it will be during the present year.

ers on different streets to circulate petitions calling for a certain class of pavement. These petitions are presented to the city council, and are looked upon as sacred documents, and must of necessity be complied with in detail, the particular pavement being laid, and the

have certain characteristics. Specifications are accordingly prepared in such a way that certain essential features must be complied with in the new pavements, and the city is open to receive tenders for pavements having such qualities. In this way at least half a dozen bids for pavements having only slight differences are received for certain streets, giving the ratepayers the benefit of competition, and furnishing the officials with the privilege of choosing from competing companies who are vying with each other for supremacy in the way of efficient workmanship and quality of materials, and at the same time enabling the officials to overtake the paving programme.

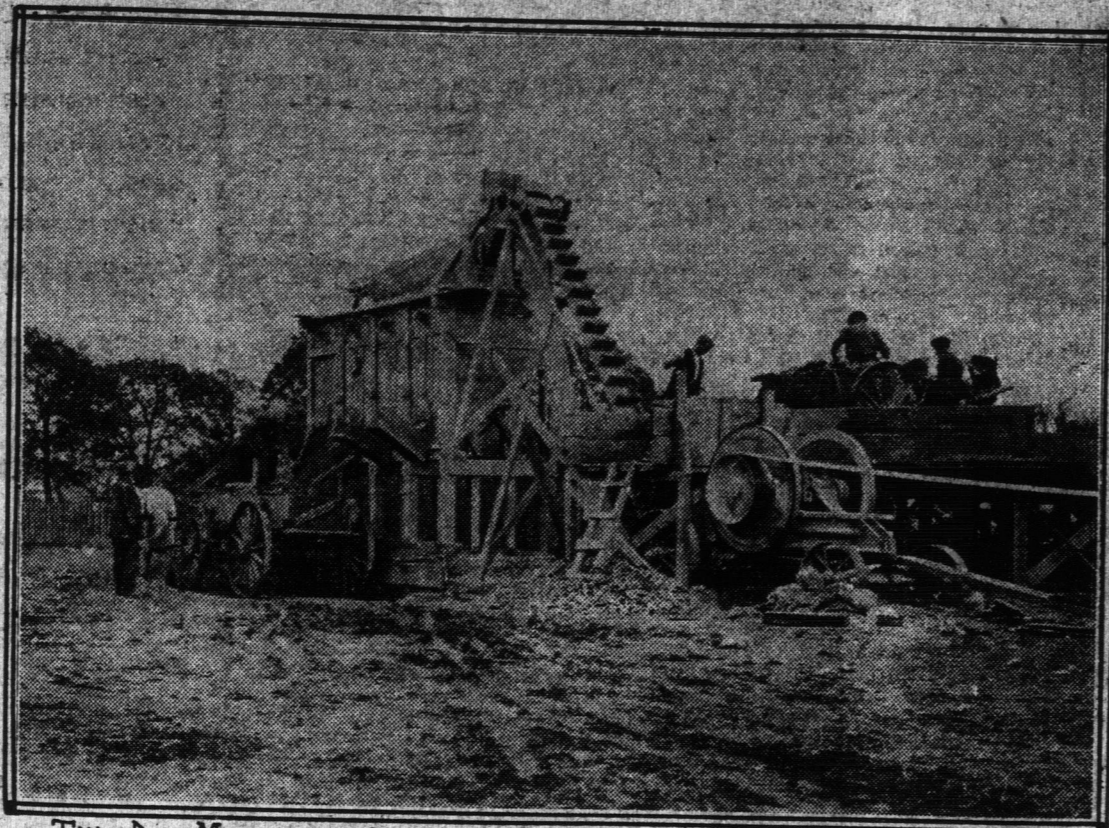
Victoria is perhaps paying less for its pavement per square yard than any other city in the Dominion of Canada. The city's one need to make it an ideal city is good roads. The present macadam roads might under ordinary conditions be considered ample, but Victoria, with its ambitions and prospects demands the best.

The trunk roads leading out from the city

are all of the same class, no one of them standing out distinct from the others. It is urgent that a boulevard or leading avenue reaching from the center of the city in a northerly direction be built, thus bringing Victoria in its early city accomplishments to the fore front of the cities adopting such a system. In many of the larger cities millions have been spent in tearing down stores, houses and buildings in making such a main avenue.

Victoria is in a similar position to Rio de Janeiro which spent seven and one-half millions in gold upon the "Avenida," in length one and one-eighth miles and over one hundred feet wide, with its wide sidewalks and asphalt pavement, beautiful lighting, reaching from ocean to ocean. On either side of the "Avenida" are artistic and often imposing and magnificent buildings. The air which sweeps through the avenue is exceedingly pure as it is open to the sea from both ends.

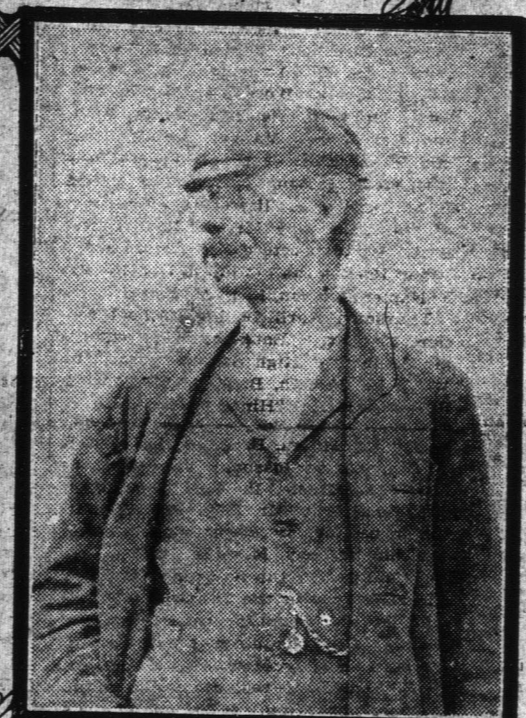
The value of good roads and wide thoroughfares cannot be over-estimated, as they affect the growth and prosperity of a city.



THE BIG MACHINE YCLEPT THE ROCK CRUSHER.



FIFTEEN TONS AND ALWAYS ROLLING.



THE BOSS



DUMPING THE CRUSHED ROCK

The city's method of initiating the routine or formalities in connection with the construction of pavement is rather unique. In many cities it is customary to allow ratepay-

price being determined by the maker of the pavement. In Victoria the city council decides that the pavement to go on certain streets should

## When New York had only One Bank

From an old scrap book is taken the following report of a lecture describing New York City in the days when it had only one bank. The lecturer was Philip Bone, a merchant, who was speaking before the Merchant Library of New York, in 1841. It is of interest to remember that the community in which he refers advances now, seventy years after his speech, a claim to the title of the world's financial center:

"It is amusing to look back upon the state of the trade of New York, and the modes of conducting business within a brief period of less than 50 years, and contrast them with the present condition of things. I was a lad in the retail drygoods store (shop we called it then) of my brother, in William street. Goods were imported principally from London. The ships (only two or three in number) made two voyages a year, and when they arrived, and the packages were opened in the warehouses, of Messrs. Waddington, Rowlet & Corp, or Douglass & Shaw, notice was sent to the shopkeepers, who went down to Pearl street, and each selecting the articles he wanted, the whole importation was bought up; and a bill of \$500 would have brought down upon the purchaser the jealousy of his neighbors, and occasioned serious alarm to the importer.

"Those were the days of frugality and carefulness; and as we are now in a gossiping humor I will relate an anecdote to prove it. A relation of mine, a merchant in the Dutch trade, who had then been a resident of New York 15 or 20 years, had in his possession a silk umbrella of uncommon large proportions, which attracted the notice of a friend in company, who said to him in jest: 'I should not be surprised to hear that you had brought out that umbrella with you from Holland.' 'You have guessed right,' he replied; 'I did bring it when I came to this country, and have had it

in constant use ever since; but I sent it once during the time to Holland to be newly covered.' Now this gentleman was liberal and charitable, but he took good care of his umbrella, and died worth a million of dollars.

"In the days of which we have been speaking, there was but one bank in the city, the Bank of New York, in Pearl street, then Hanover Square, of which Mr. William Seton was cashier, and Mr. Charles Wilkes was the first teller. Those were the blessed days of specie currency; and if you will indulge me, and laugh with me instead of frowning at me, I will describe how pleasantly it worked. The few notes which were given out by the merchants and shopkeepers (and the sequel will show how few they must have been) were collected, of course, through the bank. Michael Boyle, the runner (how delightfully do his jocund laugh and pleasant countenance mix up with the recollections of my early years!) called, several days before the time, with a notice that the note would be due on such a day, and payment expected three days thereafter.

"When the day arrived, the same person called again with a canvas bag, counted the money in half dollars, quarters and sixpences (those admirable disturbers of the peace, bank notes, were scarcely known in those days), carried it to the bank, and then sallied out to another debtor; and so all the notes were collected in this great commercial city, and in such a circumscribed circle did its operations revolve. Well do I remember Michael Boyle, running around from Pearl street to Maiden Lane, Broadway, and William street (the business limits of which district, happily for him, did not extend north of the present Fulton street), panting under the load of a bag of silver, a sort of locomotive sub-treasurer, or the embodiment of a specie circular."

## BIG DIVIDENDS WRESTED FROM ODD MOMENTS

Were you ever a member of the Forelock Club? This was an unorganized association of persons all over the country who swore to themselves to make the most of odd moments. Fostered by letters to the newspapers, it had a great vogue for a time, although nothing like what it deserved.

For odd moments are the small change of life, which may either be wasted or used as the foundation of a fortune. Gladstone knew what the odd moments were worth. He always carried a book in his pocket, that none of them might be wasted.

Alexander von Humboldt's days were so occupied that he had to use the early morning or night for his labors, while others were asleep.

Charles C. Frost, a shoemaker in Vermont, resolved to use an hour a day for study. He became one of the noted mathematicians in the United States.

Dr. Mason Good translated "Lucretius" while traveling from place to place visiting his patients in London.

Dr. Charles Darwin composed most of his works by writing his thoughts on scraps of paper wherever he happened to be.

Henry Kirke White learned Greek while going to and from the lawyer's office where he was studying law.

Dr. Samuel Johnson wrote "Rasselas" of evenings in a week, to meet the expense of his mother's funeral.

Lincoln studied law during his spare moments.

William T. Foster, a poor boy, educated, supported himself, and saved enough money to start him to college at the age of seventeen. He had never studied Latin, and was informed that it required two years of Latin to enter the school. It was just two months before the opening of the school. He studied for two months, took the examination, and entered college, where, of course, he made a good record.

## AERO WIRELESS OPERATED OVER WIDE RADIUS

Henry Farman has successfully used wireless telegraph apparatus from an aeroplane over the radius of six miles. This feat was accomplished in France after many experiments. Farman believes he will eventually be able to extend the radius to 60 miles. The military possibilities of this accomplishment are almost limitless. An aero scout equipped with wireless could furnish information that would be invaluable. Even with a radius of six miles, his messages could be relayed by the ordinary field wireless equipment a distance of at least 30 miles to the commanding general, who would thus be enabled to plan his movements with accurate information of the enemy's position a day in advance.

The officers of the United States army were the first to experiment with wireless in aeroplanes successfully, but they have been hampered in their work through the lack of aerial craft and funds to perfect the apparatus.

## CITY HELD RESPONSIBLE FOR TYPHOID

Although the relations of a city to its citizens are such that damages resulting from the construction and operation of public works cannot ordinarily be obtained, the supreme court of Minnesota has laid responsibility for typhoid deaths upon the city authorities of Mankato.

The complainant charged the city with negligently allowing its water supply to become polluted with sewage. The court ruled that the municipality was liable in its private or corporate capacity for this negligence.

## A GOOD BEGINNING

Elsie—"My beau is going to bean ad-Elsie—"My beau is going to be an ad-Visitor—"Indeed; a cadet at present, I suppose?" Elsie—"Oh, he hasn't got that far yet; but he's had an anchor tattooed on his arm."

## THE "HOBBLE SKIRT" AND THE WOOLLEN TRADE

The cult of the 'hobble skirt' is doing a deal of injury to the woollen trade, and merchants and manufacturers are complaining of falling returns as a result of this fashion," says a Times correspondent. "When the long coats and full-skirts were in fashion a tailor would require from six to nine yards for a costume. Now he only requires from three and a half to six. Indeed, a reputable West End tailor has affirmed that he will be able to cut a full costume out of three yards of double width for all the costumes which will be worn during the coming summer. This means that the merchant will have to sell from 40 to 50 per cent. more costume lengths in order to keep up his returns. But as there appears to be no appreciable difference in price between the new styles and the old it is difficult to see how ladies can be induced to buy two costumes where they previously

## TO PREVENT PREMATURE INTERMENT

Prof. Anthony De Choiniski of Dresden, has been granted a patent at Washington for an apparatus the object of which is to provide a safeguard against burial alive. The apparatus consists of an airtight chamber, with air pump attachment and a glass door on top. When a body is placed inside the chamber all the air is withdrawn, leaving the body in a vacuum. It is claimed that signs of life, if there be any, are readily to be detected as the air is being pumped out of the chamber, this being due to the release of atmospheric pressure, estimated at 16 pounds to the square inch from the body.

## NEW INSULATING BRICKS FLOAT

A new insulating lining brick, designed for use where absolute freedom from dampness is necessary, is so waterproofed and burned that 45 per cent of the volume is confined air. Its specific gravity is only 0.90, although its ultimate strength in compression is claimed to be 750 lb. per square inch. The bricks float in water and are claimed to be moisture-proof.

## UNDER DIFFICULTIES

Hark! hark! The lark at heaven's gate sings As she dodges an aeroplane, And the wireless messages ruffle her wings While she pours forth her profuse strain.

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