

## HUNDREDS OF MILES OF THE FINEST ROADS ON THE CON- TINENT

# Victoria, the Ideal Automobiling City

## WEATHER CONDI- TIONS PERMIT MOTOR- ING ALL THE YEAR —ROUND—

Price List

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Victoria.

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GEO. W. STRYKER,  
Per A. E. LAW, Agent.

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The peculiar advantages possessed by the copy of Victoria and the Island of Vancouver, both with regard to its equable climate, the character of its roads and the nature of its citizens, have conspired to make the growth of motoring in this community inevitable. Two years ago this month, there were not twenty cars in this city. To-day there are nearly a hundred, while before spring has passed into summer it is likely that this number will be swelled by another score. Those motorists are owned by the permanent residents of the city and bear no reference to the hundreds of cars which annually the visitors from the mainland and the peninsula to the south bring to the island that they may enjoy the happy conjunction there exhibited, of unsurpassed scenery, ideal temperatures and admirable roads.

As English tone, the fact that here certain from every corner of the earth with a large proportion of those who hailed originally from the home land, has induced among that portion of the community a fondness for British cars, while the new arrival from the east, the citizens of the United States who tarries in the Sentinel City, have stuck to the cars manufactured in Canada and the neighboring republic. Hence the character of the cars is as cosmopolitan as that of the people.

### PEOPLE WHO OWN AUTOMOBILES

The following is a list of owners of cars as compiled from the records of the provincial police department, where they are registered.

Name	Make of Car	Power
Jas. Dunsmuir	F. I. A. T.	30 h.p.
J. Barney-Clement	.....	10 h.p.
Col. G. Collins-Rambler	.....	10 h.p.
Capt. Troup-White Steamer	.....	10 h.p.
A. E. Todd	Ford	15 h.p.
W. C. Todd-Rover	.....	8 h.p.
A. J. Garesche-White Steamer	.....	8 h.p.
E. P. Colley	Cadillac	10 h.p.
J. W. Fisher-Humber	.....	20 h.p.
J. Hunter-Winton	.....	40 h.p.
E. Langworthy	.....	20 h.p.
J. M. Wood-Oldsmobile	.....	20 h.p.
J. A. Seward-Humber	.....	40 h.p.
Hutchinson Bros.-Hutchinson	.....	8 h.p.
John Arbuthnot-Oldsmobile	.....	21 h.p.
R. T. Hutchart-Thomas	.....	20 h.p.
C. H. P. Carter, William Head	.....	Oldsmobile
D. W. Goodacre-Winton	.....	10 h.p.
E. C. McQuade-Oldsmobile	.....	10 h.p.
Dr. Blair-Rover	.....	8 h.p.
A. C. Gally-Rover	.....	8 h.p.
D. R. Ker-Rambler	.....	18 h.p.
L. Pither-Rover	.....	8 h.p.
Dr. P. C. Hart-Rover	.....	8 h.p.
G. Williams	Oldsmobile	14 h.p.
Wm. Grant-Rover	.....	8 h.p.
H. P. Simpson-Ford	.....	15 h.p.
E. R. Greenham-Ford	.....	10 h.p.
C. W. Blackstock-Cadillac	.....	10 h.p.
J. L. Skeene-Cadillac	.....	30 h.p.
C. H. Gibson-Cadillac	.....	10 h.p.
Dr. H. R. Nelson	.....	15 h.p.
T. O. McKay-Ford	.....	15 h.p.
F. Jerv-Trip	.....	4 h.p.
E. B. Clapham	.....	8 h.p.
P. M. Rattenbury-Wolsley	.....	8 h.p.
K. Hall-Franklin	.....	12 h.p.
J. B. Simpson-Oldsmobile	.....	20 h.p.

The beginning of this condition of affairs dates back to the days when this was a crown colony and the building of the new roads and the keeping of the established ones in repair was a matter which came under the direct charge of the Royal Engineers located in the colony. The work was begun well by these men and to the credit of the province the duty so well started by them has been continued. The result has been that the roads surrounding the city of Victoria have been admired by all who have had occasion to travel them.

In every direction out of the city there are roads which lead to pleasant spots. The bays within a short distance of Victoria are all points to be sought by those who want a rest. There is also an ever-increasing area about the city which is being occupied by fruit growers and small farmers, and which has its charm for many. The Saanich peninsula with splendid roads in all directions is fast becoming a vast garden, and in the course of a few years will be one of the prettiest districts on the coast. At the present time in spite of the fact that there are comparatively large areas which have not been thrown open to settlement, the peninsula is a beauty spot with its rich farms and park lands.

It is therefore a matter of small wonder that this city should become famed as a centre for autoring. There will always be a strong inducement for residents of the city to indulge in this as a pastime, and the indications are that Victoria will steadily increase in favor as a place for visitors who wish to enjoy this pleasure to the fullest degree. But the conditions described are not confined to the immediate vicinity of Victoria. It applies likewise to the main roads of the whole of Vancouver Island. There is thus a long stretch of road extending from Victoria to Nanaimo, a distance of about 72 miles, and thence on to Alberni, another 55 miles, all tried and proved to be second to none in the world for enjoyable autoring. Not only are the roads within the district described of the very best, but the scenic beauties along the route are the finest. From Victoria to Nanaimo the way is an ever-changing one, from rugged mountain scenery to pastoral country. Some of the best farming districts in the province are passed through along the route, and for a great part of the way the waters of the Gulf of Georgia are in full view.

Leaving Nanaimo the conditions on the run to Alberni are somewhat similar to those in the southern part of the island. Until Parksville is reached the waters of the Gulf are almost always in view. The route is a delightful one, rich farming lands interspersed with wooded areas. After Parksville is passed the road leaves the sea coast and proceeds inland along a charming route, until the shores of amerson lake are reached. The run along the edge of the lake is unsurpassed anywhere for its beauty, with the snow caps of the Beaufort Range in view but a short distance from the road, the farther end of the lake one of the best pieces of primeval forest existing on the island is passed through a country richly endowed by

lightful and ever-changing scenery is thus afforded the lover of the auto in the trip from Victoria to Alberni or double that if the return trip is included. Along the way are road houses and hotels, where every accommodation may be had and rests taken. But this does not in the least exhaust the facilities for a pleasant outing on the island. There is the delightful

other day, preface his remarks, however, by expressing the hope that the projected road from Goldstream to Mill Bay would soon be an accomplished fact, as it would open up for the auto travel the beautiful country bordering the Saanich Arm and also cut off the less interesting and infinitely more exasperating run over the Saanich mountain grade. "And the latter," said Mr.

route to that from Victoria on account of the bad road and heavy grades at Sooke. That is one reason why the construction of the proposed road direct from Goldstream to Mill Bay should be favored by everyone who is fond of driving or motoring. It would open up what is probably the most delightful section of country, that skirted Saanich Arm, and would give ad-

ded cars per week. Their new factory and testing grounds will occupy fifty acres.

While the auto business is thus expanding, other branches of manufacture are experiencing a like period of prosperity. This is especially true of the iron and steel business.

"Sixteen years ago," said Mr. Plimley, "when I left the old country the Patent Shaft and Axle Tree Company, of Wednesbury, was practically out of business. Imagine then my surprise on my return to find them employing 5,000 men. This is but a sample." In the south things are not quite so brisk.

When questioned as to the reason for the present activity in the automobile line, Mr. Plimley gave it as his opinion that it was a part of the general prosperity. He stated that within the next two years he expected to see at least five hundred cars in Victoria.

"We have now on the road about twenty-seven cars," said Mr. Plimley. Four of these are to be sent. The rest are practically all sold. Seven cars have been already landed. Three of these are now on the wharf and the rest will be landed on Monday."

Mr. Plimley was particularly fortunate in securing the agency for the Daimler, Napier, Russell and Clement Talbot. In addition to that of the Rovers and the Humber, his firm now have on the road ten Humber, twenty-one Rovers and two Clement-Talbots. The Rovers and the Humber, his firm now have on the road ten Humber, twenty-one Rovers and two Clement-Talbots.

Among others the following have purchased or are about to purchase: A. W. Williams, barrister of Vancouver, and Mr. Burnham of Nanaimo. From Victoria the purchasers are D. Ker of the B. K. Milling Co.; Jon. Sayward, of the Sayward Lumber Co.; Steve Jones, of the Dominion Hotel; Ex-Mayor Barnard, A. Robertson, Dr. Nelson, D. Hammond, Mr. Bullen, of Bullen & Co., and A. E. Todd, W. Todd and E. Todd.

The following table affords a comparison of Victoria's average rain and snow fall with that of other Canadian cities for a 20-year period:

	Rain	Snow
Victoria	30.2	17.6
Winnipeg	15.2	49.4
Montreal	30.1	128.4
Sydney, N. S.	42.6	88.8

From the above it will be seen that the average rainfall of Victoria is similar to that of Montreal, Winnipeg's being less and Sydney's greater, and that the snowfall of Victoria is one-seventh of that of Montreal, one-fifth of that of Sydney, and one-third of that of Winnipeg.

The following table gives the absolute rain and snowfall in inches during 1906 in:

	Rain	Snow
Victoria	23	5
Winnipeg	16	42
Montreal	35	129
Sydney	36	125
Boston	28	45
New York	38	59
Washington, D. C.	47	41
Norfolk, Va.	31	32

With the exception of Winnipeg the rainfall in Victoria is less than that in any other city mentioned, and Victoria's snowfall is the least of all.

To go still further into detail the following table gives the rain and snow fall in Victoria for each month of 1906, and up to December 19th, 1906:

Month	Rain	Snow	Rain	Snow
January	2.89	4.50	2.27	2.90
February	2.81	...	1.96	...
March	1.39	...	.67	...
April	0.21	...	.46	...

around Victoria, the jagged spurs of the coast ranges, besides which the mountains of Switzerland seemed dwarfed, may be seen in all their glory. Cool mountain streams, ice cold, through all the year brawls their noisy way down mountain sides scarcely as yet touched by the hands of man, to lose themselves as they find their bourn in the waters of the Pacific, in forests of oak, of pine and of fir.

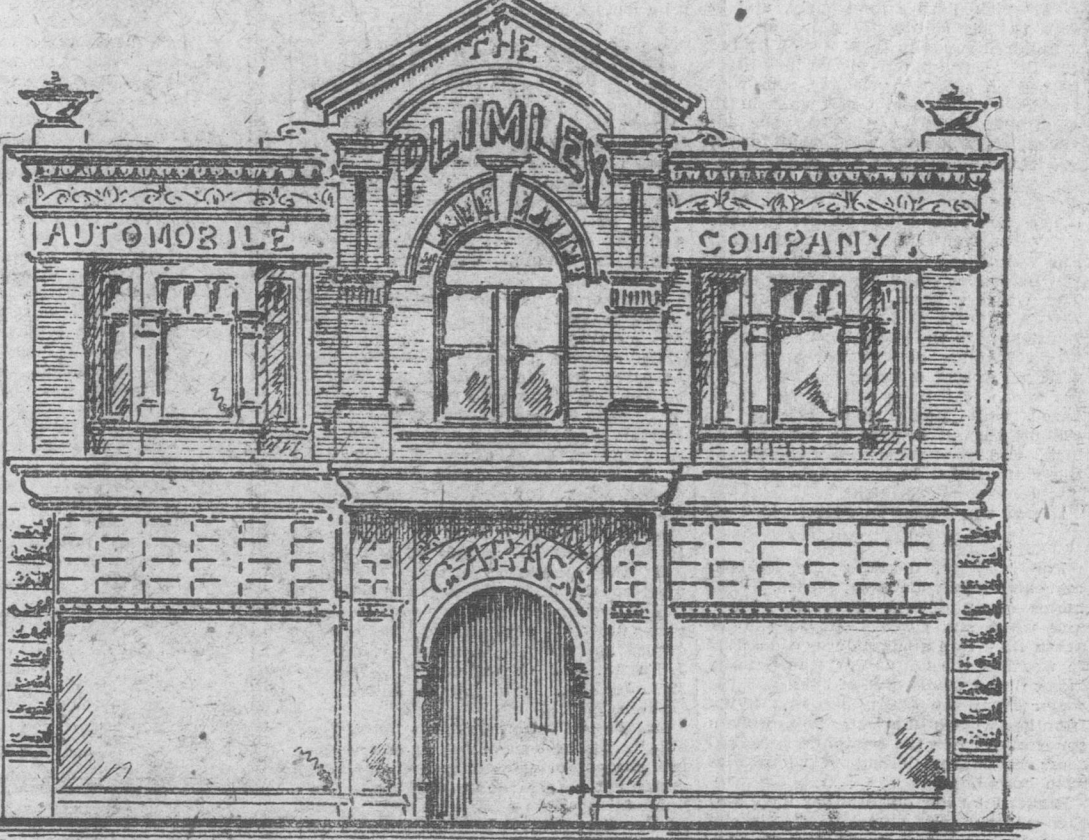
Here in addition to the hundreds of varieties of native wild flowers may be seen the broom in all its glory, clothing the hills, the peaks and road sides with a glorious blaze of saffron, of yellow and gold. A few sprays brought by a native of Scotland have spread out across the land.

For the sportsman Victoria is a veritable paradise. Sea fishing can be indulged in at all seasons of the year. Salmon, bass and cod in many varieties are abundant in nearby waters. During the open months trout can be caught by those who wish to twirl the fly or spend a few hours trolling. Oyster and Cowichan rivers, Shawnigan lake and many other streams and lakes all over the island are open for this sport, and choice can be secured between the Dolly Varden, that sometimes reaches twenty pounds, to the speckled beauty of a few ounces. There is a little dispute on as to whether the steelhead is a trout or salmon, but it is found in waters near Victoria in the greatest profusion. It has no equal in fresh water for gameness, and a stiff struggle with a fifteen pound steelhead will be held in pleasant memory by every follower of the gentle art.

Game birds are abundant within a few miles of Victoria. Two varieties of grouse are certainly native, the sooty and Oregon ruffed. Then there is the rock ptarmigan. It must be sought above the snow line, but its great beauty well repays the endeavor. Partridges, although not natives, are yet very common. There are both mountain and California kinds, introduced from the state mentioned. They have become thoroughly acclimatized and now abound. Pheasants, brought from China some sixteen years ago, are now naturalized all over Vancouver Island, and the season for shooting is every year designated by proclamation. Of ducks, geese and swans there are many varieties. The mallard, old swan, green-winged teal, butter-ball and black brant are very common, while occasionally whistler, harlequin, black scoter, white-winged scoter and other kinds are shot. Recently capercaillie and black game have been introduced from Copenhagen.

The wapiti, or American elk, is now practically confined to Vancouver Island. At one time it was distributed over the southern portion of the mainland, but it is now extinct there. It is still tolerably abundant throughout the interior of the island on the West Coast, in Comox district and to the northward. Only two other bands are known to exist in the province, in East Kootenay, and for the time being they are protected against hunters. Deer are common, in fact too much so. Within a very few miles from Victoria they are considered almost a pest, and in the more remote districts, particularly along the West Coast, are found in profusion.

Little wonder that scenes like these have attracted the leisure class, so that now the wealth of Victoria is greater per capita than that of any other city in Canada. Apart from the vast sums invested commercially and industrially,



PLIMLEY & CO.'S NEW GARAGE.

route from Parksville to Comox through fine forests and past the splendid fishing streams at Little Qualicum and Big Qualicum. This road is a longer one than that which leads to Alberni, but in the summer time is one well worth taking by those who enjoy the pleasures of miles of forest.

The road over this route is not equal to that on the way to Alberni, but at certain seasons of the year is in fair shape for autos. In addition to the main roads there are also the many side runs open to the tourist who wishes to see the country and enjoy the scenery along the routes covered.

Possibly the finest automobile run in the province is that from Victoria to Alberni, a distance of something over 160 miles, over a variety of roads and through a country richly endowed by nature with eye-pleasing combinations of scenery that almost exhaust the adjectives usually employed to describe them. In an ordinary touring car of reasonable strength and stability the run can be made in ten hours, exclusive of stops and, barring two or three grades and a few miles of bad road, the trip is easy on both the auto and its occupants.

Dr. R. P. Verrinder, who made the trip last summer in his car, gave a brief but interesting account of the road travelled to a Times reporter the other day, preface his remarks, however, by expressing the hope that the projected road from Goldstream to Mill Bay would soon be an accomplished fact, as it would open up for the auto travel the beautiful country bordering the Saanich Arm and also cut off the less interesting and infinitely more exasperating run over the Saanich mountain grade. "And the latter," said Mr.

Verrinder, "is the only really bad part of the present road to Alberni."

"The road from here to Goldstream is too well known to require description," he said, "but after leaving the Goldstream hotel and crossing the railroad track, a stiff climb up the heavy grade through the Sooke mountains is commenced. The road is good, but the grade, nearly five miles in length, is one that will try the patience of any auto enthusiast. When the run down the other side is made the Sooke lake road is travelled and here more difficulties are encountered. When I was over this road last year it was in very poor condition, narrow, overgrown, in places, by ferns and obstructed by limbs of fallen trees. It has since been cleared up a little, but there is still room for considerable improvement and, as it is, it cannot be considered a very pleasant stretch of road to negotiate in a car. Happily it only lasts for ten miles and at Shawinigan lake the roads become very good for auto travel. At the lake there are two good hotels but no garage and cars when they are taken there for a day or two, are usually stored over-night in some spare shed or under temporary covering. The country in the proximity of the lake is most attractive and fishing, shooting and touring are available for visitors. After leaving the hotels there is a run of nearly twenty miles to Duncan over a splendid road and through delightful country. From Duncan there are numerous side-trips, the one to Cowichan lake being especially interesting, although the road is very poor. Leaving Duncan, good roads prevail right through to Nanaimo, where gasoline is obtainable and my repairs of a slight order may be effected.

The trip from Duncan through Soanens and Ledysmith to Nanaimo constitutes one of the best runs on the whole route, and is well patronized by the owners of touring cars. From Nanaimo the Comox road is taken through Wellington and following the shore of Nanossee Bay. At Parksville the Comox road joins the Alberni stage road, and turning off on the latter a magnificent run is made, through thickly timbered country, to Cameron lake. This section of the country is most enchanting, the road running between the tall trees with no underbrush to hamper progress. It is almost the same as progressing through a big natural park. The road is solid and smooth, but some of the small bridges encountered on the way are liable to give the car and its occupants joggins. These bridges are constructed of split logs and could be made much easier by graving in. In fact, a few of them have been covered with a layer of gravel and it is an easy matter to negotiate them. Crossing the Little Qualicum river, the outlet to Cameron lake, the latter body of water is reached, and here one enters a veritable sportsman's paradise.

"After the lake is passed the road leads up to the Alberni mountain and here a difficult, but not by any means impossible, grade is encountered. In steepness this grade compares with that over the Sooke mountains, but it is not nearly so long. "Going down to Alberni the view is splendid and the climber is more than rewarded for it. Right into Alberni the good road continues, and the trip, which can be made between day-light and dark, is wound up in the pretty town. From Alberni numerous side-trips can be made, notably those to Beaver Creek and Cherry creek. All through this country there is splendid shooting and fishing in season, and the country is a great attraction to tourists from Seattle and other cities on the Sound and in Washington. The tourists bring their cars over to Nanaimo by steamer and make the run from that town, preferring this

ditional impetus to motoring on the island."

Thus Plimley, who so recently returned from the Old Country, reports the automobile business booming. Factories are working to their full capacity. Three years ago this was not the case. Then the English firms were but starting. With characteristic British slowness, they waited till they were sure the automobile had come to stay. The French, on the other hand, with true Gallic impulsiveness, jumped in at the start. Untiring as they did with this their artistic faculty, they produced a car which became famous throughout the world. The graceful curves of the celebrated limousine body made their cars the desire of everyone. Englishmen purchased largely. English firms awoke one morning to find that they were losing a valuable trade. They at once set to work to recapture that which they had lost. The product of their determined effort is the now celebrated Daimler and Napier, Humber, Rover, Clement-Talbot, not to mention others. These combine the gracefulness of the French model with that carefulness of construction which is peculiarly English. The result is



AUTOMOBILE RUN ON CHRISTMAS DAY—PICTURE TAKEN IN BEACON HILL PARK, VICTORIA, B. C.

that these are rapidly supplanting the French cars.

"Go into any auction rooms you like," said Mr. Plimley, "and you will see many French cars for sale. On the other hand, although I tried on several occasions, I could not get a second hand car of the above make."

While in the Old Country Mr. Plimley visited every factory of any importance. All were expanding their factories. But even this will not enable them to keep pace with the business. As an example of the rapid expansion which is taking place, Mr. Plimley mentioned the Humber factories. They are doubling the capacity of their plant. It has already been increased in capacity so that where three years ago they manufactured twenty to thirty cars per year, they now turn out one hundred and twenty to one hundred and fifty cars per week. Next year they will be in a position to turn out about two hundred to three hundred cars.

May	2.81	1.51
June	1.06	.46
July	0.10	...
August	1.21	.53
September	4.03	2.14
October	2.81	1.86
November	0.91	.63
December	2.32	2.40

Totals 25.51 4.60 25.48 3.30

When the Princess Louise, wife of the Duke of Argyll, then the Marquis of Lorne, Governor-General of Canada, visited Victoria and beheld the view from Government House out over the Straits of the Gulf of Georgia to where Mount Baker, its head-crowned with the eternal snows, glided by the rays of the warm Canadian sunlight, stands lord of the range around it, she described it as "half way between Balmoral and Heaven." And this is but the first of the long vista of magnificent views that confront the autist in the runs around Victoria.

there is actually on deposit in the chartered and savings banks of this city of less than 30,000 inhabitants, over \$12,000,000—about \$500 for every man, woman and child residing here.

### CARLOADS OF CARS ARE ON THE WAY

J. D. Wood, of the Victoria Garage Co., has recently returned from a trip to Chicago and New York. He reports that in the eastern states, with the exception of the Packard and Pierce Great Arrow cars, the high grade machines are mostly of foreign manufacture. The garages are modern and up-to-date in every particular, and in the largest garages private cars are kept in separate stalls under lock and key. In Chicago and New York, in many cases they will be in a separate speedway for automobiles alone, upon which no other



MOTOR CAR DEFEATS ICE YACHT.

Dr. Verrinder-Cadillac	20 h.p.
Dr. Elford-Ford	15 h.p.
Chalmers-Swift	10 h.p.
Victoria Garage, 4 cars, 1 motor trolley	10 h.p.
Thos. Plimley & Co. (garage), 8 cars	12 h.p.
J. M. Woods, 2 cars	20 h.p.

The fact that the sport is open to autoists the whole year round is as great an attraction as the enticing condition that the roads are of the best character for pursuing the pastime. It has always been a subject of comment by those who have visited the city and its environs that the roads in all directions are of the very best