

## Automobile Notes

(By Stephen Golder)

### *British Columbia the Mecca for Motorists*

A remarkable increase in the volume of motor traffic into Canada in the past year is shown by the returns compiled by The Department of Customs. According to their registrations 617,285 automobiles entered Canada for touring purposes during the calendar year 1921. Of these, 615,074 remained for less than one month, and 2,211 for a period of more than one month and less than six months. The total number for 1920 was only 93,300, or an increase of 523,985 cars in one year. Allowing an average expenditure of \$25 per day, including gasoline and garage charges for the first-class of car and an average length of stay of seven days, this traffic represents an expenditure of over \$107,000,000, while the second-class of car on the basis of an estimated expenditure of \$20 per car for thirty days was worth approximately \$1,326,600. This means that the motor highways of Canada brought in a foreign revenue last year of \$108,326,000. Estimated on a five per cent. basis, it means that improved roads are worth over two billion dollars to this country.

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Car sales by many leading dealers and distributors throughout Canada for the first four months of the year exceeded the entire 1921 output.

\* \* \* \*

General Motors of Canada, Limited, at Oshawa, have enough orders on hand to keep the factory going full speed for several months. A train load of 60 flat cars, carrying cases containing 304 Chevrolets, Buicks, Oldsmobiles and Oaklands, weighing 504 tons, recently left the factory for the Atlantic seaboard to be transferred to the steamer "Canadian Conqueror," for shipment to foreign ports, including Constantinople, Cairo, and Wellington, New Zealand.

It is said to have been the largest single export shipment ever started from a Canadian automobile factory. "Made in Canada" appears on this firm's advertisements abroad.

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The recent membership campaign started by the Vancouver Automobile Club has been the means of increasing the club's membership considerably. Since the beginning of the year over 1,500 new members have signed up, and they are coming in all the time. Much has been written about the benefactions of the club. It has assisted actively and financially in public and national undertakings, ranging all the way from the Fresh Air Camp for Poor Children to the International Peace Arch.

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Last year the club placed 132 finger-board direction signs and many warning notices on roads within 40 miles of Vancouver. This year the club is labelling every village, river and point of interest in the same area. The club has committees at work on "City Streets" and "Country Roads," attending to complaints of members and needed improvements. Last summer a party was sent to explore across the Cascade Mountains, and thereby speeded up work on a trans-provincial road, for the credit of the province.

This year the club sent a representative party to explore the Hope-Princeton route across the Coqualla Mountains. The party were the guests of that energetic and flourishing body, the Princeton Board of Trade, who did everything pos-

sible to make the trip a success. As a result of the expedition the following resolution has been submitted to the Provincial Government:—

"Whereas, British Columbia is becoming the Mecca for tourists from the Pacific Coast States and the Prairie Provinces, which traffic is a source of great wealth to the citizens of British Columbia, and should be encouraged.

And Whereas, it is of great importance, financially, and for the development of the country, that such tourists should be induced to stay in British Columbia as long as possible, and to facilitate this that they should be able to motor from the Coast to the interior without being compelled to leave the province.

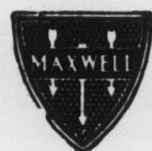
"And Whereas, a highway connecting the Coast with the Interior will encourage intercourse between the citizens of these two sections of British Columbia, and bring them into a closer bond of union and develop trade.

"And Whereas, by next year it will be possible to motor from Princeton, Ashcroft, and Kamloops to the Alberta boundary, Prince George, Hazelton, and practically all other developed sections of the province east and north of the Hope and Coast Ranges.

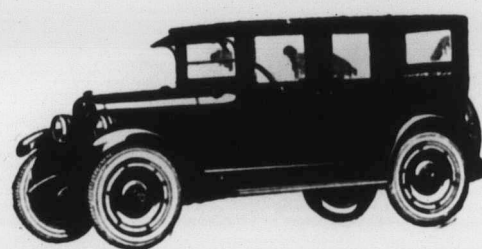
"And Whereas, the completion of this one link in the highway of British Columbia will give the large population on the Coast, and the tourists from the South access to the extensive road system of the Interior.

"And Whereas, the construction of the road will make accessible the natural resources of the district through which it passes.

"Be It Resolved: That the Vancouver Automobile Club urgently request construction of this link on the route that the Public Works Department considers the most feasible, and that construction be started next spring, and the work completed as speedily as possible."



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