

**CIHM  
Microfiche  
Series  
(Monographs)**

**ICMH  
Collection de  
microfiches  
(monographies)**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

**© 1995**

## Technical and Bibliographic Notes / Notes technique et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger des modifications dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages opposées ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below /  
Ce document est filmé au taux de réduction indiqué ci-dessous.

	10X		14X		18X		22X		26X		30X	
	12X	16X	20X	24X	28X	32X						

The copy filmed here has been reproduced thanks to the generosity of:

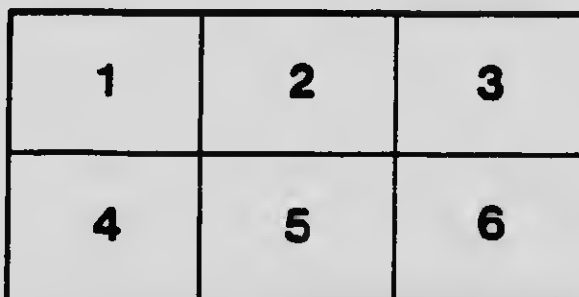
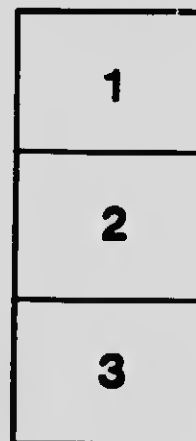
British Columbia Archives and Records Service.

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shell contains the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

British Columbia Archives and Records Service.

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

**MICROCOPY RESOLUTION TEST CHART**

(ANSI and ISO TEST CHART No. 2)



1.5

1.6

1.8

2.0

2.2

2.5

2.8

3.2

3.6

4.0

4.5

5.0

5.6

6.3

7.1

8.0

9.0

10

11.2

12.5

14.3

16

18

20

22.5

25



**APPLIED IMAGE Inc**

1653 East Main Street  
Rochester, New York 14609 USA  
(716) 482-0300 - Phone  
(716) 288-5969 - Fax

NWp  
971.42  
6646r

# Good Roads League of British Columbia

---

## RESOLUTIONS

**Adopted at a Convention of The Good Roads League, held  
in the City of North Vancouver, B. C., on  
Monday, October 6th, 1919**



**Revised and adopted at a Convention of the League, held in the City  
of Victoria, B. C., on Tuesday, March 2nd, 1920; presented to  
the Executive of the Government of British Columbia  
on Wednesday morning, March 3rd, 1920**

# Executive of Good Roads League of British Columbia, 1920



## OFFICERS

Honorary President—W. A. McKenzie, M. L. A., Penticton.  
President—His Worship Mayor R. H. Gele, Vancouver.  
First Vice-President, Mayor J. J. Johnston, New Westminster.  
Second Vice-President, Mrs. H. H. Goddard, Revelstoke.  
Third Vice-President, F. A. C. Wright, Summerland.  
Fourth Vice-President, W. C. Cowell, Kamloops.  
Secretary, H. Frank Bird, Vancouver.  
Assistant Secretary, Stephen Golder, Vancouver.  
Treasurer, J. W. Cunningham, New Westminster.

## DIRECTORS

Chillwack, W. L. Mecken.	Trall, Noble Binns.
Duncan, Mayor Thos. Pitt.	Enderby, Mayor F. H. Barnes.
New Westminster, J. R. Agar.	Kelowna, J. W. Jones, M.L.A.
Keremeos, Alexander Morrison.	Nelson, C. D. Blackwood and Ald. C. F. McHardy.
Princeton, P. W. Gregory.	Vancouver, F. R. McD. Russell, C. N. Lee.
Rosslend, W.D. Willson, M.L.A.	
Saanich, H. T. Cooper.	

## COMMITTEES

**FINANCE COMMITTEE**—Mayor J. J. Johnston, C. N. Lee, H. Frank Bird and J. W. Cunningham.

**RESOLUTIONS**—Mayor J. J. Johnston, New Westminster. Alderman A. E. Todd, Victoria. Alderman J. R. Colley, acting-mayor Kamloops. W. C. McDongall, Princeton. Rev. J. H. Matthews, Langley. Noble Binns, Trall. Alderman C. F. McHardy, Nelson.

**HEADQUARTERS OF LEAGUE**—Room 189, Hotel Vancouver, B. C.

# GOOD ROADS LEAGUE of BRITISH COLUMBIA

---

## No. 1.—CHANGE IN RULE OF THE ROAD.

WHEREAS the increasing number of automobile tourists visiting the Province each year, both from United States points and from the neighboring provinces, makes it most desirable that, to encourage the influx of such visitors, the motor traffic conditions should be made as safe as possible;

AND WHEREAS the existing rule of the road in British Columbia creates dangerous conditions on the highways of the province, which tend to deter tourists from visiting this province;

AND WHEREAS British Columbia is the only portion of the North American continent, with the exception of one other province, where our present rule of the road obtains:

BE IT RESOLVED That the Good Roads League endorse and support the movement for a change of the rule of the road in this province and that the Provincial Government be urged to take whatever steps are necessary to carry out this change, and at as early a date as possible.

---

## No. 2—THE TRANS-PROVINCIAL HIGHWAY

WHEREAS it is universally conceded that a highway connecting the interior of British Columbia with the Coast district would be an essential factor in the progress of the province as a whole, and would result in a very great increase in foreign tourist traffic.

AND WHEREAS the Provincial Government has caused to be made complete surveys of routes proposed for the said highway;

AND WHEREAS undoubtedly the government has by this time received reports covering the said surveys;

BE IT RESOLVED That the Good Roads League of British Columbia request the Minister of Public Works to submit the said reports to this convention;

AND FURTHER That this convention urge upon the Provincial Government the immediate adoption of a route for a highway connecting the Interior and Coast districts, and that preparations be made forthwith to begin the construction of the said highway as soon as weather conditions permit this Spring.

---

**No. 3—KOOTENAY SECTION OF INTER-PROVINCIAL HIGHWAY.**

WHEREAS the Kootenay Country is cut off from all direct communication with the coast:

AND WHEREAS it is recognized that immense benefit can be derived from tourist traffic from the eastern portions of the continent, especially the province and states contiguous to British Columbia;

AND WHEREAS all tourist traffic is now diverted to the south of the international boundary line on account of disconnecting links in the present roads;

AND WHEREAS that portion of the province rich in mineral, timber and other natural resources, contributes very largely to the income of the province;

BE IT RESOLVED That the Provincial Government be urged upon to connect the following missing links in our Provincial Highways: (1) Creston to Kaskanook. (2) Cascade to Rossland.

---

**No. 4—PAVING OF THE PACIFIC HIGHWAY**

WHEREAS the paving of a section of the Pacific Highway from New Westminster to the International boundary has been inaugurated by the Provincial Government, a work which this Good Roads Convention views with appreciation:

AND WHEREAS there is increasing automobile and motor truck traffic over this link in the international highway system of the Pacific Coast of North America:

BE IT RESOLVED That the Provincial Government be memorialized to continue the permanent hard-surfacing of the Pacific Highway with all possible speed;

AND FURTHER That, while paving operations are being carried on, the Public Works Department be urged to keep the necessary detours in as good a condition as possible.



**No. 5—EXTENDING PAVING OF ISLAND HIGHWAY**

WHEREAS one of the most heavily travelled roads in the province is the Island Highway, extending northerly, up Vancouver Island, from Victoria;

BE IT RESOLVED That this convention approve of the policy of the gradual paving of the most heavily travelled sections of the main highways of the province;

AND FURTHER That this convention urge the extension this year of the Island Highway pavement, from the top of Colwood Hill, to Langford (or Colwood) Station, on the E. & N. Railway, a distance of about a mile.

---

**No. 6—NELSON TO INTERNATIONAL BOUNDARY**

WHEREAS there lies south of Nelson, a district rich in timber and minerals;

AND WHEREAS this district is traversed by a highway from the International boundary line north and within some twenty miles of Nelson;

AND WHEREAS the above industries look to Nelson as a wholesale centre of supplies;

AND WHEREAS the connecting up of Nelson to the south would result in heavy tourist traffic from the States to the Kootenay Lakes and rivers;

AND WHEREAS the mining industry is largely backed by Washington men who would use it for business purposes;

BE IT RESOLVED That this Convention urge upon the government the necessity of building the link above referred to.

---

**No. 7—ANTI-GLARE LEGISLATION**

BE IT RESOLVED That the Provincial Government be memorialized to place upon the Statutes of the Province an enactment providing for the elimination of glaring headlights on all automobiles and motor trucks or other motor vehicles.

---

**No. 8—HARD-SURFACING OF YALE ROAD**

WHEREAS the Fraser Valley is rapidly filling up with settlers for whose prosperity good roads are essential;

AND WHEREAS the Yale Road from New Westminster to

Chilliwack is the main highway for that section of the Fraser Valley lying to the south of the Fraser River, is the highway connecting link between the Lower Fraser Valley and the Upper Country, and is in direct line with American tourist traffic, the County Line Road, from the Yala Road to Aldergrove to the International border at Patricia, being the shortest and most direct road to Bellingham for the Fraser Valley;

BE IT RESOLVED That this Good Roads League urge upon the Provincial Government the necessity of hard-surfacing the Yala Road as part of the Inter-Provincial Highway system from New Westminster to Chilliwack.

---

**No. 9—PAVING PLANKED SECTIONS OF KINGSWAY**

BE IT RESOLVED That the Provincial Government be memorialized to assist South Vancouver in permanently paving the section of Kingsway at present unpaved between the B. C. E. R. tracks, and also the planked section from the Burnaby boundary to the Carleton Street School.

---

**No. 10—CLARKE ROAD, COQUITLAM**

WHEREAS under Resolution No. 6, being one of the Resolutions adopted at a meeting of the Good Roads League and Representatives of the Municipalities of B. C., held in the City of Victoria, on the 17th and 18th of February, 1919, and subsequently presented to the Government Executive, it was resolved that the main thoroughfare between the cities of New Westminster and Port Moody, known as the Clarke Road, be included as a trunk road in the general scheme of road improvement about to be undertaken by the Government;

AND WHEREAS no action whatever has been taken by the Government in undertaking the work necessary on said road;

BE IT RESOLVED That the Good Roads League respectfully urge the Government to undertake this work at the earliest possible moment.

---

**No. 11—EXTENDING ISLAND HIGHWAY TO SALMON RIVER VALLEY**

WHEREAS one of the most promising valleys on the East Coast of Vancouver Island is known as the Salmon River Valley;

AND WHEREAS there is already a considerable settlement in the district, and the area is one that should be opened up by road communication;

# GOOD ROADS LEAGUE OF BRITISH COLUMBIA

---

## B. C. Government's Road Improvement Policy

---

(Extract from Minutes of Victoria Convention)

At the Tuesday evening session of the Good Roads League Convention, held in Victoria, March 2, 1920, Hon. Dr. J. H. King, Minister of Public Works, by special invitation, addressed the convention on the Highway Improvement programme of his government, and furnished specific information regarding the following questionnaires, which had been presented to him by Alderman A. E. Todd, of Victoria, on behalf of the Resolutions Committee:

- (1). As to Resolution No. 2, and more particularly the result of the surveys of the Hope-Princeton and Hope-Kamloops (Fraser Canyon) routes of the Transprovincial Highway.
- (2). As to Resolution No. 3 the progress of improvement in the Kootenay section of the Transprovincial highway.
- (3). As to the government's classification of trunk roads, and the measure of assistance to be granted the various classes of highways by the government.
- (4). As to Resolution No. 10, government assistance to Clarke road, Coquitlam.
- (5). As to what assistance may be expected from the Dominion government in connection with the recently passed Canadian Highways Act.
- (6). As to the government's policy in support of ferries.
- (7). As to the government's policy with respect to earmarking motor car license revenue for good roads purposes.
- (8). As to the intention of the government with respect to pushing forward the work of paving the Pacific Highway.
- (9). As to what is the general highway policy of the government.

---

### No. 1.—Linking Coast and Ladner

Answering Question No. 1 Hon. Dr. King said:

That the Fraser River canyon route was the natural one for connection between the Coast and the Interior was proven by the fact that it had been selected by the railways, and two transcontinental lines now paralleled it. It was possible to construct a motor road over the Fraser Canyon route even with the railways there, but the surveys encroached at places on the railway right-of-way and some bridging would be neces-

sary. The advantage of the Hope-Princeton route was that a new area for mining would be opened up. There was little difference in the estimate as to the two routes. The cost would be at least one million dollars in each case. The decision as to location would be based on the advice of expert engineers without any political influence being admitted. As far as the people of the province are concerned, he believed that they were prepared to give sufficient money to give the highway connection between the Coast and the Interior, and it was the duty of the government to see that the best route was chosen.

---

### **No. 2—Kootenay Links in Transprovincial Highway**

As to Question No. 2:

The Public Works Department had completed the link from Brilliant to Thrums, and work would be continued on the construction of the missing links in Kootenay section of the Transprovincial Highway, from Creston to Kaskanook and Cascade to Rossland.

Work was now being carried on to connect Revelstoke, at present isolated with the highway system of the province.

---

### **No. 3—B. C. Highways Classification**

As to Question No. 3:

The Highways Bill before the House would classify roads as primary, secondary and local.

(a). Primary roads would be interprovincial, Pacific Highway and similar roads leading to or connecting with extra-provincial main roads, for which the province would provide 75 per cent. of the cost of construction and maintenance, and the municipalities concerned 25 per cent.

(b). Secondary roads would consist of trunk roads connecting industrial and market centres and roads of less general importance, the government bearing the cost of construction equally with the municipal corporation of the area through, or in which, the highway runs, and the cost of maintenance to be borne 40 per cent. by the Department and 60 per cent. by the municipal corporation.

(c). Local highways, the cost of construction and maintenance of which shall be borne by the municipal corporation of the area through, or in which, the highway runs.

---

### **No. 4—Clark Road, Coquitlam**

As to Question No. 4:

The Public Works Department would assist this road as a secondary highway on a fifty-fifty basis with the Municipality of Coquitlam.

---

### **No. 5—Dominion Aid to B. C. Highways**

As to Question No. 5:

The province is ready to present to the Dominion government a road construction programme for the next five years, one that is likely to be

accepted by the Advisory Board. The Dominion government is giving \$1,250,000 to this province to be spent during the next five years—not a large sum when it is remembered that the province should have \$2,250,000 each year for the maintenance of its roads. The Dominion government will contribute on a basis of 40 per cent. for the 60 per cent. contributed by the province.

---

### **No. 6—Government Aid to Ferries**

As to Question No. 6:

The initial expenditure on ferries will be borne by the province but the communities benefited are expected to pay for the maintenance by tolls as in the case of the Ladner-Woodward's ferry.

---

### **No. 7—Increase in Motor Car Taxation**

As to Question No. 7:

Motor car license fees are to be substantially increased by legislation at this session of the legislature. The possibility of earmarking receipts from motor taxation for road improvement was also being considered by the government.

---

### **No. 8—Pacific Highway Routes**

As to Question No. 8:

The government proposes to proceed with the paving of the Pacific Highway as quickly as possible. Investigation is going on as to the best route, whether by the present Pacific Highway or by the Semiahmoo Trail, the intention of the government being that only the route serving the public interests the best will be chosen. The government had confidence in its engineering staff and were prepared to take the advice of that staff as to the best route.

---

### **No. 9—General Highway Policy of Government**

As to Question No. 9:

The government are trying to get the people of the province to look upon their road problems as provincial and not district or local. When the Department constructs a piece of road it looks upon it as for the development of the whole province and not for any particular district. Road-building is not, however, the chief industry of the province, and the government does not propose to bring in foreigners to build roads and bridges. The government will extend its road construction policy as the needs arise and the development of the province requires. The objective of the government is to make it possible to travel from the Coast through the whole central part of British Columbia. This will be possible when the Hope-Princeton, or the Hope-Kamloops link is built. It is also the policy of the government to take care of the new settlements in the North. Road connection between Prince George and Quesnel is

under construction, and, thence by the Cariboo, connection will be had with the Coast once the Hope-Princeton or Fraser Canyon link is constructed.

---

On motion of Mayor J. J. Johnston, seconded by Mr. Noble Binns of Trail, the best thanks of the Convention was tendered Hon. Dr. King and the members of the Legislature present, for their attendance and informing addresses.

---

### **INCREASE IN MOTOR VEHICLES TAX**

In presenting the Resolutions passed at the Victoria Convention to the Executive Council, Mayor J. J. Johnston, chairman of the Resolutions Committee, informed the Premier and his colleagues that the league had that morning (Wednesday) passed a resolution favoring increasing the Motor Vehicles Tax, provided that the entire revenue from motor licenses be ear-marked for the improvement of trunk roads, and suggesting that to carry out the improvements proposed in the resolutions there should be a bond issue of at least \$5,000,000 towards the sinking fund and interest on which the increase in motor taxation should be applied.

Alderman A. E. Todd (Victoria) supplemented this by suggesting that since the increased revenues from the raising of motor taxes would go to the improvement of trunk roads, it would then be possible to release present primary road appropriations for the improvement of secondary roads.

---

### **PREMIER'S REPLY TO DELEGATION**

Premier Oliver, in reply, assured the delegation that the government was willing to go as far and as fast as the people who provided the money for public undertakings dictated. But he pointed out that it was no light matter for the government to finance its present and ordinary obligations. The financial situation was not such that the government could launch out on any public undertakings without giving them very full consideration. If the public were willing to pay, the government was ready to give these services, but while the projects presented might be necessary the premier thought it would be difficult to educate the taxpayers to put their hands in their pockets and bear the burden.

The suggestion that motor licenses be ear-marked for road improvement was a reasonable one, the Premier said, but to hypothecate such sums indirectly decreased the province's credit to the same extent as though a straight appropriation had been made.

The Premier added that the motor tax must be increased whether it is ear-marked or not. As to ear-marking it to raise a loan that would require careful consideration.

The Premier concluded by declaring that his government was imbued with the idea of the necessity of improving the highway system of the province, since the future depends on the influx of a producing population and the opening up of new territory to settlement and development.

AND WHEREAS this district lies north of the present terminus of the Island Highway, north of Campbell River;

BE IT RESOLVED That this convention request the Provincial Government to extend the Island Highway to the Salmon River Valley.

---

**No. 12—ROAD TO SAN JUAN DISTRICT**

WHEREAS one of the oldest settlements on Vancouver Island is that at San Juan, on the West Coast;

AND WHEREAS this district for many years has contributed large sums to the Provincial treasury, and has not been provided with road communication;

AND WHEREAS the total distance from Victoria to this district is not over sixty miles, and a good road already exists two-thirds of the distance;

BE IT RESOLVED That this convention request the Provincial Government to provide the settlers of San Juan with the road connection that they have so long desired.

---

**No. 13—DEWDNEY TRUNK ROAD**

BE IT RESOLVED That the Trunk Road passing through Steelhead, Mission District, be recommended as the trunk road on which Government money should be expended so that it may be put in a proper state of repair, and that the Provincial Government be memorialized to undertake, without delay, the completion of other unfinished sections of the Dewdney Trunk Road from Port Coquitlam to Mission City.

---

**No. 14—PRINCETON-MISSEZULA LAKE ROAD**

WHEREAS a number of ranchers who have been located along Summers Creek and Missezula Lake for the past seven years are still without adequate road communication:

AND WHEREAS the extension of the existing road from Princeton for a distance of eight and a half miles will afford proper road facilities and obviate the necessity of using a steep pack trail:

BE IT RESOLVED That the Provincial Government be requested to complete this road to Missezula Lake as soon as possible.

### **No. 15—PARKS ALONG HIGHWAYS**

WHEREAS there is a certain tract of timber, situated on the Pacific Highway, being part of Sections 33 and 34, Township 2, Westminster District, more particularly known as "The Green Timber";

AND WHEREAS there is also a tract of timber at the west end of Cameron Lake, on the Canadian Highway, on Vancouver Island;

AND WHEREAS these tracts of timber are sources of great attraction to the tourists from all parts;

AND WHEREAS in the opinion of this convention said tracts of timber are greater assets to the province of British Columbia in their natural state than commercially as lumber;

AND WHEREAS there is danger of these tracts of timber being logged off;

BE IT RESOLVED That, in the case of the first-named tract of timber, that the Dominion Government be requested to preserve the said tract, in its natural state;

AND That the Provincial Government be requested to take similar action in regard to the second-named tract of timber at Cameron Lake;

THESE two tracts to be in the nature of public memorials to the men from British Columbia, who fell in the Great War;

AND FURTHER BE IT RESOLVED That the Legislature of British Columbia be requested to take immediate steps to preserve other notable tracts of timber along the highways of the province.

---

### **No. 16—CANADIAN HIGHWAY**

WHEREAS with the increasing progress and development of Canada it is desirable that the highway systems of the various provinces shall be linked together by means of a road extending from Glace Bay, Nova Scotia, to Cape Scott, Vancouver Island, the said road to be known throughout its length as the Canadian Highway;

AND WHEREAS the utilitarian value of the Canadian Highway would be great throughout every section, and it would serve as the main market-road into many market centre communities across Canada;

AND WHEREAS the Canadian Highway would attract large num-



bers of tourists to Canada, besides keeping in Canada many Canadian tourists who now take their vacations in other countries;

BE IT RESOLVED that the British Columbia Good Roads League urge upon the Dominion Government and the Provincial Governments co-operative action to bring about the early construction of the Canadian Highway.

AND FURTHER BE IT RESOLVED That in view of the large revenue which the Dominion Government receives through Customs Tariff taxation from the road users of Canada, sums far in excess of license collections, etc., of the Provincial Governments, that this convention is of the opinion that Federal assistance to the Canadian Highway project should be of a large and most generous nature and much in excess of grants made to road projects of purely a local or provincial nature.

---

**No. 17.—NORTH VANCOUVER HARD-SURFACING**

RESOLVED That this Good Roads convention endorse the application of North Vancouver asking the government to pay 50 per cent. of the cost of hard-surfacing the road known as Esplanade East and Haywood Street, a distance of about 6000 feet;

AND FURTHER That the government hard-surface the Government road known as the Moodyville road, a distance of 3,600 feet, which would be a connecting road between Esplanade and Haywood streets.

---

**No. 18.—INCREASE IN MOTOR VEHICLES TAX**

Resolved That this Good Roads League of British Columbia go on record as being in favor of an increase in the Motor Vehicles Tax, *provided* that the entire revenue from motor licenses be earmarked for the construction or permanent improvement of the trunk roads, or main highways, of the province.

---

In authorizing the delegation from the Convention, appointed to present the foregoing resolution No. 18, along with the preceding resolutions Nos. 1 to 17, to the Executive Council of the Government of British Columbia, the Convention approved of the suggestion being made to the government that the sums derived from the increased Motor Vehicles Tax be hypothecated to pay interest and sinking fund on a fifteen-year bond issue of not less than \$5,000,000, proceeds of which to be devoted to main highway improvement purposes.







Columbian Co., New Westminster.

