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JULY, 1917



CONFEDERATION
NUMBER

The Island Motorist



Official Journal of the Island Automobile Association
Victoria, B. C.



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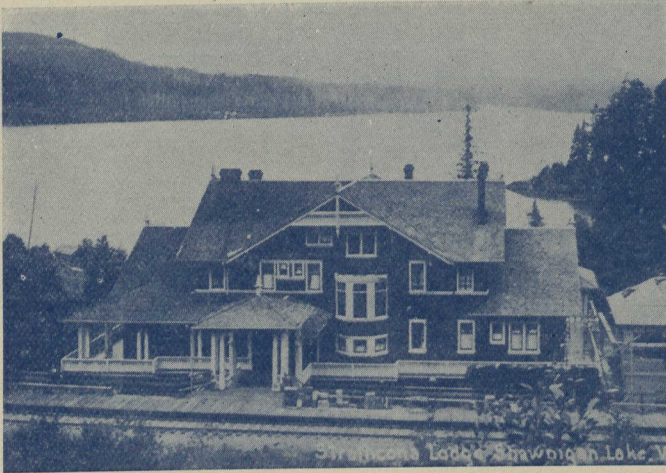


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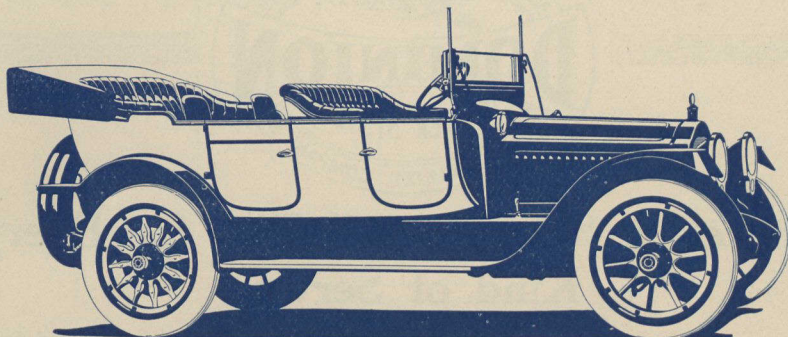
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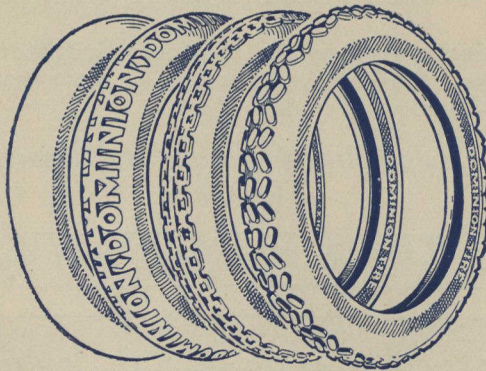
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A thoroughly dependable anti-skid. Has the most rubber where there is most wear—on the tread.

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The basis of all DOMINION Tire value. Serviceable and economical, for mileage is built right into it.



MAP
OF THE
CANADIAN HIGHWAY
ACROSS CANADA

Note—In presenting this Map of the Canadian Highway the "Island Motorist" does so in the belief that it shows approximately the route that a fairly direct, cross-Canada road, must follow.

Considerable detail and the names of some important cities have been omitted from the Map; the reason being that to show these points would necessitate an immediate decision as to whether these places should be shown on, or off, the Highway route. This absence of detail is particularly obvious between Ottawa and Winnipeg.

THE ISLAND MOTORIST will be glad to receive advice or suggestions from any organization or individual, throughout Canada, upon any subject concerning the Canadian Highway.

EDITOR, "ISLAND MOTORIST,"
Victoria, British Columbia.

THE ISLAND MOTORIST

For JULY

NINETEEN HUNDRED AND SEVENTEEN

Official Journal of the Island Automobile Association, Victoria, B. C.

THE CANADIAN HIGHWAY

A National Highway Across Canada, From Glace Bay to Cape Scott, as a Memorial to the Fallen Soldiers of British America

EDITOR'S NOTE.—The following consists of extracts from an article which has recently appeared credited to Frederick Wright, Editor of the Canadian Municipal Journal. Mr. Wright's article is very timely at the present juncture, and should be perused with approval by the readers of The Island Motorist. Too much cannot be said on this subject.

THIS present war has made the people of Canada realize, as they have never before, the great distances of their own great country. In the transportation of our soldiers from the West to the East, before their crossing of the Atlantic to the seat of war the imagination has been fired of those of us who have been left behind to know something more of those hinter lands which could produce such splendid specimens of manhood as those we see in our Eastern railway yards and at the posts of embarkation. Our imagination goes beyond the railroad, but alas, we cannot get there for we have no roads to take us; *we cannot get into personal touch with our far distance neighbors and kin, or they with us of the East.* It is true that the great transcontinental railways have lessened the distances—from a fortnight to a day—and the telegraph and the telephone have annihilated distance altogether, thus making these great inventions real factors in welding a nation together. *Yet good roads have always been and must remain the true arteries by which the people traverse the country.* To take to the road means something more than walking or riding so many miles; it means *the feeling of independence inborn in each one of us.* Probably there are no more efficient means of keeping the people on the land

than good roads; certainly that country is best off that has plenty of permanent highways as illustrated in the contented spirit of the people. As a local investment good roads have always paid in bringing outlying districts nearer to the railroads and to each other, and why not a national Canadian Highway owned by the nation.

A CANADIAN HIGHWAY

In our March issue (1916) we urged the building of a Canadian Highway across Canada to serve as a great peace monument and a practical demonstration of our gratefulness to those who had sacrificed their lives for us on the fields of Flanders. At that time we might have been a little too previous, though we were not the first by many years to suggest a national highway, but public thoughts like events move rapidly these days and in again taking up the subject with the idea of bringing it to a logical conclusion we have with us a number of the national and provincial unions and associations, including the Union of Canadian Municipalities and the Dominion Good Roads Association. These societies through their conventions have done much in bringing home to the citizens of Canada the value of permanent roads, particularly to the farmers, as a means of business and social intercourse, and also as impetus to a large

and profitable tourist traffic. The provincial governments, realizing the wishes of the people, have spent millions of dollars during the last decade on the roads, and not one government has lost a vote because of the outlay.

In many of the urban municipalities are to be seen miles and miles of streets equal to any on this continent, and they have been the gainers in more contented populations and in increased values of surrounding properties. Indeed all the urban centres during the last five years have had sufficient pride in their thoroughfares to make them worth while, though they have a long way to go yet before perfection is reached. And since the provincial governments have encouraged the rural municipalities, by paying a large part of the cost, great improvements have been made throughout Canada in local highways. All of which means that the Dominion is well served by many networks of local, county and provincial roads, which can only fully be utilized by means of a connecting link between the different systems so that for economic reasons alone a trunk road is very necessary.

This great trunk road should be built from Glace Bay on the Atlantic to Cape Scott on the Pacific (see Frontispiece).

Such a highway would be a great work, worthy of Canada, worthy of her splendid army sent across the seas and worthy of her sons and daughters who have made the supreme sacrifice. So that it would indeed and in fact be a monument to those who will have made it possible for us to have that which we term liberty, some of the road might be built by returned soldiers under military discipline—but with civilian pay.

At the end of the long Peninsular and Napoleonic wars the British army, instead of being disbanded and so thrust on an already impoverished country, was utilized in building many of England's famous roads. By the time the roads were complete national and local conditons had become normal and the country better fitted to assimilate the soldiers to civilian life; and the

same procedure should take place in Canada.

We would suggest that such a transcontinental road should take the place of the many monuments of stone that have already been mooted, which while excellent as showing a sense of gratitude, are not serviceable and too often are monstrosities and eyesores. Instead then, of such memorials, mile stones could be placed along the great national road with proper memorial tablets so that those who pass along on its surface in the future will know that the people of Canada in the twentieth century know how to honor their brave dead.

The construction and control of the road must be kept out of party politics, and at every stage kept under sharp inspection to avoid the machinations of the "grafter."

We have tried in the foregoing to indicate briefly our reading of the minds of those who believe that such a national highway should be built. The Hon. Robert Rogers, the Federal Minister of Public Works, both at the August convention of the Union of Canadian Municipalities and before a delegation in November of men representing the Dominion Good Roads Association and a number of national and provincial automobile clubs, spoke in no uncertain terms, his mind on the subject. Before the Union of Canadian Municipalities Convention, he said:—

"In the place which I occupy in the public life of our country I have one ambition, and I am hopeful to see my ambition realized at the close of this war, and that is to see a great national roadway constructed from Glace Bay on the Atlantic to Cape Scott upon the Pacific. With union and co-operation we can accomplish this fact, and there was never a more favorable opportunity, than at the close of this war, when we except to have flocking to our shores tens of thousands and hundreds of thousands of war-worn Europeans. They will labor on these highways, and get an opportunity to become acquainted with our ways, our climate, and our conditions. Afterwards I am sure they will be amongst

the most prosperous citizens of the Dominion."

"I intend to urge strongly upon Parliament the necessity of taking up this work, (a transcontinental highway) and would also appeal for popular support from the public platform. Some obstacles will have to be overcome in the construction of the road and no doubt objection may be expected in some directions, but none of the barriers, either natural or political, are insuperable, and I hope that the preliminary arrangements will be made so that at the close of the war the great undertaking may be begun. *I regard the building of the highway as a national necessity.* There is great need for a trans-Canada road, and there will be even greater need for some useful public work which will provide employment for thousands of returned soldiers and later enable the Government to offer work to the many immigrants who may be expected to come to this country and whom the Government will endeavor to attract. *It is certain that unless hope of employment is held out by the Government the tide of immigration will be turned in other directions.* I am of the opinion that the cost of constructing the road will not be at all out of proportion to the benefits which may be expected to accrue. In Northern Ontario in many places the grades of the railway could be followed, and in some sections there are long stretches of abandoned railway grade upon which the road can be constructed. *It seems to me that the automobile tourist traffic which would be attracted to Canada by such a highway would in a short time bring more money to the Dominion than the road would cost.*"

That the idea is in the minds of the West is illustrated in the circulars that have from time to time been sent out by the Island Automobile Association of British Columbia and these appeals have borne fruit in the many favorable answers received by the secretary from all kinds of citizens, including farmers. There is no doubt that a National Canadian Highway is not only feasible but desirable as a practical demon-

stration of Canada's determination to progress along rational and utilitarian lines. *But Canada must prepare right now if she is to literally put on the map of this continent one of the new seven wonders of the world.* We don't know of any conception bigger or better or more worthy to commemorate our part in the world wide struggle for the freedom of the nations than that of such a highway, and if those who have given and will give up their lives in the good fight could but speak it would be in one refrain: DO YE THIS IN REMEMBRANCE OF US.—Frederick Wright, in *Canadian Municipal Journal.*

(That's good stuff, Fred!—ED.)

THE ARMY

Canada is not a military nation, but *the greatest army that ever crossed the ocean set sail upon a certain day, from the shores of Canada, in thirty-one ships, to fight in foreign lands upon the greatest crusade of all history.*

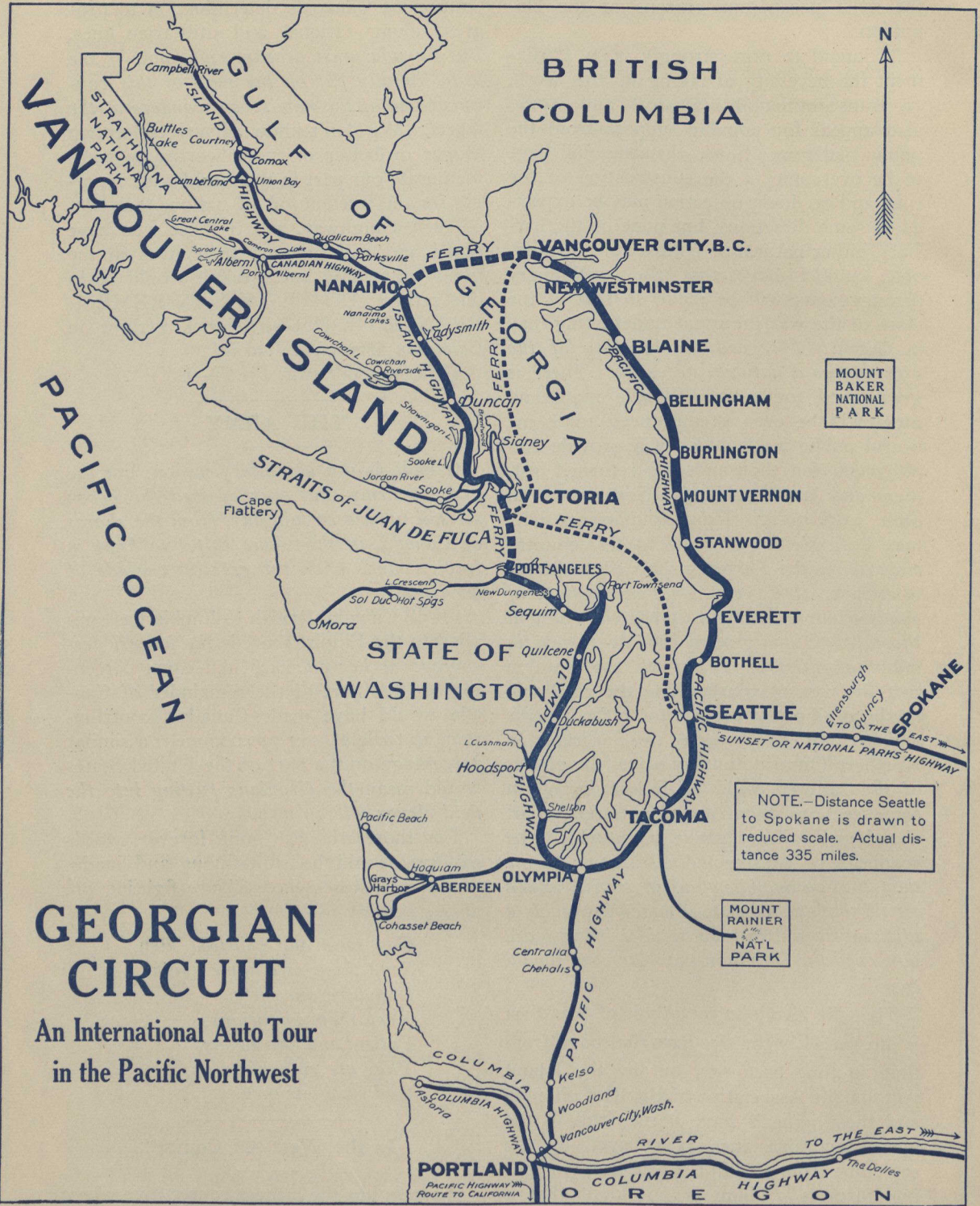
Of all Canada, British Columbia has supplied to the Empire's needs *the largest percentage of her citizens.* An equal percentage on the part of the remainder of Canada would have made Canada's contribution, up to date, over 700,000 men; a similar percentage on the part of the United States would mean *the Usonian putting into the field eleven million men!*

For those who are gone forever, words of ours would be superfluous and inadequate; for those who still are fighting on, all we can say is:—

*God save our splendid men,
Send them safe home again,
God save our men:
Keep them victorious,
Patient and chivalrous,
They are so dear to us,
God save our men.*

In the West, Of Course!

Canada has the largest consecutive wheat field in the world, approximately 900 by 300 miles.



GEORGIAN CIRCUIT TOUR

(Enquiries concerning this tour, addressed: Touring Department, "Island Motorist," will be cheerfully responded to.—Editor.)

U. S. MILITARY MARGINAL HIGHWAY BILL

LAST YEAR the United States Federal Government passed a bill providing for a large amount of Federal aid to the roads of the various States.

This year it seems probable that the necessary legislation will be enacted to provide for a series of great military roads, constructed and maintained at the expense of the entire nation.

Recently what will be known as the military Marginal Highway Bill was introduced in the United States Senate by Chairman George E. Chamberlain, of the Committee on Military Affairs. This measure is the result of various conferences participated in by representatives of national organizations which have been much concerned in highways improvement matters. A committee created as a result of these conferences consulted with Senator Chamberlain as to the timeliness of roads legislation in connection with comprehensive military preparation for any situation which might arise. This committee was made up of John A. Wilson, chairman of the Military Preparedness Committee of the American Automobile Association; State Highway Commissioner George P. Coleman, president of the American Association of State Highway Officials; Samuel Hill, president of the Pacific Highway Association; and Commissioner John Craft, of the Alabama Highways Department.

George C. Diehl, Chairman of the A. A. A. Good Roads Board; Henry G. Shirley, executive chairman of the American Association of State Highway Officials; and O. I. Yellott, chairman of the A. A. A. Legislative Board, were entrusted with the preliminary draft of the bill, which was subjected to some slight changes as a result of the visit to Senator Chamberlain, who at once expressed his belief in such action and agreed to introduce the proposed measure in the upper branch of Congress.

Senator J. H. Bankhead, chairman of the Committee on Post Office and Post Roads and the sponsor of the Federal Aid Road Act, is a strong supporter of the plan to include military needs hereafter in highways progress.

Briefly, the Military Highway Bill authorizes the Secretary of War to direct the Chief of Engineers of the War Department to prepare a "comprehensive plan of improved highways throughout the United States designed primarily with a view to facilitating the movement of military troops, equipment, munitions, and supplies, in time of peace and in time of war, but, so far as reasonably compatible with said primary purposes, with a further view to accommodating the postal service, facilitating interstate and foreign commerce, aiding agricultural and manufacturing pursuits, and promoting the general welfare of the



SAMUEL HILL
President of the Pacific Highway Association
"Father of Good Roads in U. S."

people of the United States of America."

Furthermore, it is set forth that "To these ends the Secretary of War shall confer with the authorities having in charge the construction of roads in the several states, and in such conferences shall disclose so far as reasonably practicable the outlines of his plans for roads designed for military purposes, to the end that unnecessary duplication of roads may be avoided, and that roads constructed for other than military purposes may be in strategic locations wherever possible."

It is provided that the plan may be undertaken in such instalments or divisions as may seem to the Secretary of War expedient and desirable. The plan provides for "*A continuous main national highway to be constructed and maintained at the national expense along or near the Atlantic seaboard; thence along or near the southernmost boundaries of the United States, and thence along or near the Pacific Coast to a point at or near the Canadian line, with a further view to such marginal highway being extended ultimately along the Canadian boundary of the United States.*"

Provision is made for a supplementary plan of main radial roads intersecting the Military Marginal Highway "at points and of locations and routes best calculated to best serve military requirements." These radial highways are to be such as "have heretofore been constructed by the states, or as may hereafter be constructed by them independently or with Federal aid."

Bearing in mind the vital importance of roads capable of withstanding heavy military usage, which feature has been accentuated in the conflict now raging in Europe, those who have given of their time and thought to roads progress in the United States are convinced that the fullest attention to this phase of transportation needs should no longer be delayed.

"Be British!"

British Columbia has contributed to the fighting line, in the present war, a larger percentage of her citizens as volunteer soldiers than any other area of the British Empire.

EVERYBODY GET BEHIND THIS

At a recent meeting of the Rotary Club, of Victoria, Mayor Todd moved, and Frank Higgins seconded, the following self-explanatory resolution, which passed unanimously:—

"Whereas, the Rotary Club of Victoria is most seriously interested in the campaign for increased production and elimination of waste.

"And whereas, the high prices of food and excessive speculation in food products has produced a situation of the utmost seriousness.

"Be it resolved, that the Victoria Rotary Club approves of the appointment of a Dominion Food Controller, and respectfully recommends that early action be taken to eliminate excessive speculation, excessive profits and waste in food stuffs.

"Be it also resolved, that this club would view with satisfaction similar action in regard to all materials used by the Government in the conduct of the war, so that waste of the financial resources of the nation through the excessive profits of war profiteers, may be eliminated.

And be it further resolved, that this club pledges its acquiescence in and support to whatever regulations or restrictions may be brought into effect by the Food Controller through the Dominion Government, besides pledging its continued and earnest support towards increasing production and eliminating waste.

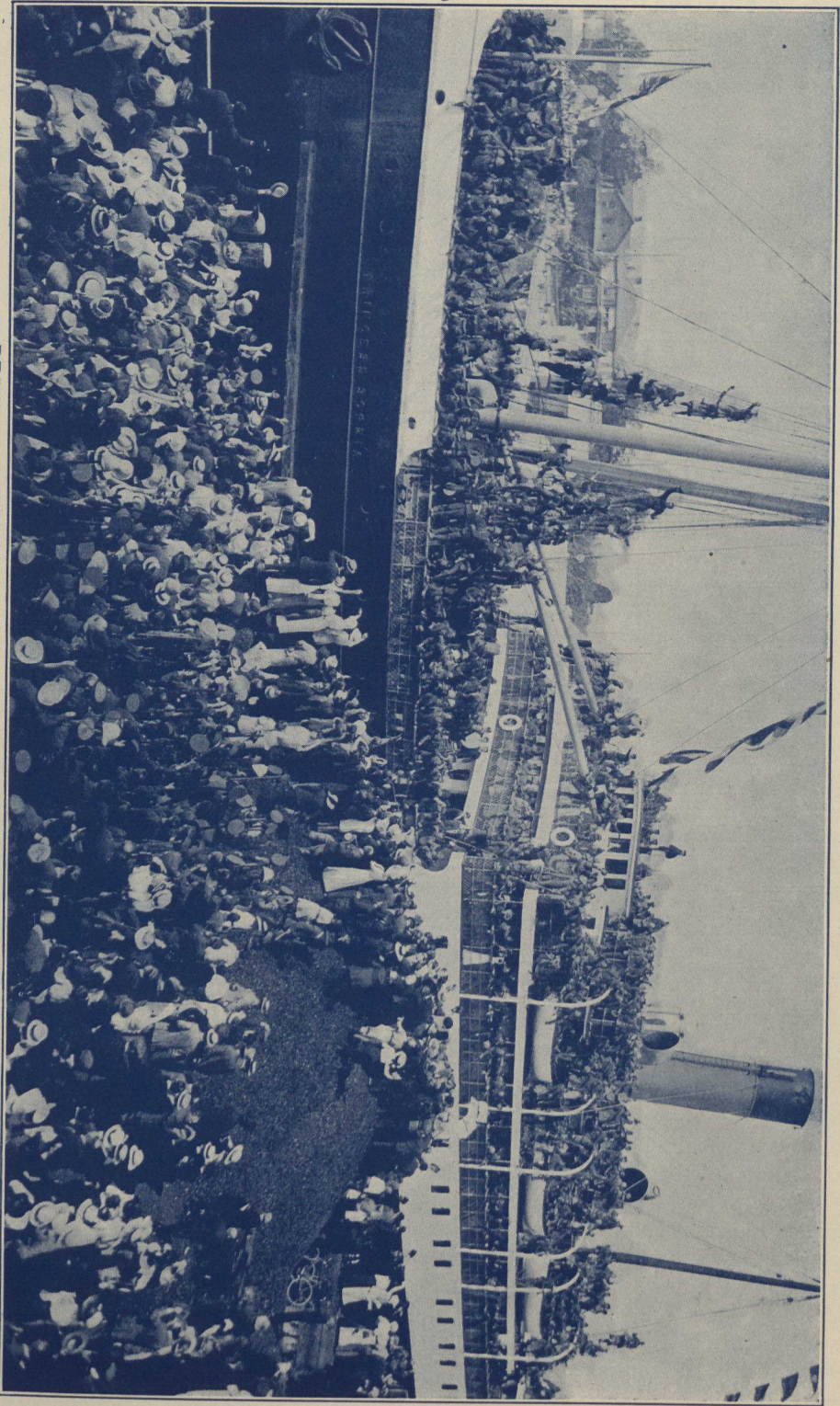
"And that the secretary be instructed to forward copies of this resolution to Hon. W. J. Hanna, Dominion Food Controller, Ottawa, and to Mr. G. H. Barnard, member of Parliament for Victoria."

God Save Canada!

Canada has had eighteen bank merges since 1900, and now has twenty-one chartered banks with 3,200 branches.

Some Traders!

Canada's foreign commerce, per capita, is two and a half times as much as that of the United States.



BRITISH COLUMBIA SOLDIERS LEAVING FOR THE FRONT

THE ISLAND MOTORIST

PUBLISHED MONTHLY

In the Interest of the Motorist and all other
Advocates of Good Roads



Thos. R. Cusack
Press

CHAS. L. HARRIS, *Managing Editor*

625 Courtney Street, Victoria, B.C.

Phone 220

Vol. 4

JULY, 1917

No 3

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OUR CONFEDERATION NUMBER

Following the pace set by most other Canadian publications, this number of THE ISLAND MOTORIST is a *Confederation Number*, in commemoration of fifty years of Confederation.

We frankly admit that we have been much disappointed with all the Confederation numbers we have seen. All said, "Canada is a great country; we are a great people; the *.....party is a great party"; and then more words and still more words.

It reminds us of the story of the Indian Agent, down in the southern United States,

*Here read in "Liberal" or "Conservative."

who had been doing poor Lo out of his Government blankets and rations, till finally trouble was brewing. An Agent, a political appointee, who stood in on the graft, from Washington, was sent out to investigate. A pow-pow was arranged. The Washington agent delivered a splendid oration, through an interpreter. As each euphonious sentence was transmitted to the assembled red-men, they boomed forth *Bug-wah*. The applause much encouraged our political friend, and finally he sat down satisfied that he had convinced the wards of the Government that everything was 18-carat, and listened with pleasure to the many shouts of *Bug-wah* with which his stoical audience greeted his concluding remarks. Turning to the interpreter, he said, "What does *Bug-wah* mean?" Back came the answer, "*Bug-wah*—that means *Hot air!*"

This is no time for words of self-adulation. There are burning questions throughout Canada, that require discussion, *not concealment*. The *Victoria Times*, alone of the papers perused by us, touched very lightly upon this phrase of the subject, in the following:—

The Confederation of Canada was an epoch-marking experiment. . . . The foundation has been laid, but the structure erected upon it is not without flaws which sooner or later must be corrected. *There has been too great a centralization of political, financial and industrial power. The fiscal policy of the Dominion has been based upon the needs and conditions of the Province which sends to Ottawa the largest representation, regardless of the effect of its operation upon the other portions where the conditions are altogether dissimilar.* Sufficient consideration has not been given to the fact that Canada between the Great Lakes and the Pacific is entirely different from Canada east of the lakes, and that, therefore, no extreme policy should be adopted. Likewise the Maritime Provinces have become restive under this centralization. These anomalies will have to be adjusted. Otherwise the country's progress

will be handicapped and *harmony will be threatened.*"

The remarks of the *Times* are very moderate, and go part way along the lines of the thoughts of every man upon the street.

There is much that we would like to add, but will content ourselves with the quotation from the Times.

When the war is over, perhaps sooner if the war should last much longer, vigorous national housecleaning, *with the consent and knowledge of the people, will be essential.*

The present is a time for courage, discussion and fair deals, not for a fresh start on another fifty years of Bug-wah!

THE NAVY

When all lesser causes and reasons are examined into and eliminated, one outstanding fact remains, that there never would have been fifty years of Confederation if it had not been, during all those years, *for the silent, unfelt and usually unnoticed watch and guard of the British Navy.*

During all the years of Canada's existence, *Canada has not played her part in regard to the navy.* As far as we are aware, the only two Canadian ministers who ever seriously considered the securing of Canadian ships to guard the waters of British North America were two French Canadians, Laurier and Prefontaine.

Today, more than ever, *the British Navy is silently and unseen holding the British Empire for the people of the British Empire.*

Let us hope that in the years to come the ships and tars of the British Navy (*the navy which has always stood for fair play, an "open door" and equal opportunities to all*), will become more and more frequent visitors to our Island ports, upholding then, as in the past, the glorious traditions, which have made *Britain's meteor flag loved, honored and respected*, from end to end of the galaxy of sister nations forming the British Empire.

Say: "*I saw your ad. in Island Motorist.*"

NEWFOUNDLAND

Every well-regulated publication in its Fifty Years of Confederation Number, has had a few sad, regretful words to say of Newfoundland; usually a sort of combination of the latch-string-is-out and prodigal-son ideas reminding one muchly of the fable of the fox that returned home to his relatives after losing his tail in a trap. Having glanced at the atlas we are now in a position to fully inform our readers concerning Newfoundland.

Newfoundland is the oldest of Britain's colonies in North America. It is a large island, situated just off the east coast of Canada, and is useful to Canada in preventing as many icebergs from getting into the Gulf of St. Lawrence as otherwise probably would.

It is the home of the codfish, which forms the chief diet of the colonists; accounting, so scientists state, for the remarkable brain development of the populace. *They never swallow the bait, hook-line-and-sinker*, but reserve that for the cod. They have Ulysses skinned-to-a-frazzle for, without being bound to the mast and without wax in their ears, they have listened *for fifty years* to the song of the sirens and never blinked an eyelash!

The two ends of the Island are connected by a railway, which covers the distance in the longest route possible, which makes us suspect that our own "Bill" and "Dan" must have been in on the job.

Newfoundland, early in its existence, became famous in medical science by the invention of codliver oil, which exhausted the inventive faculty of its inhabitants. Since then, their energies have been devoted to the production of increasing numbers of *sturdy, seafaring British subjects*, and they have "done their bit" in the present war.

We regret we cannot wind up our Newfoundland article with such a nice, indefinite general invitation as most of our contemporaries have framed up. Instead, we will conclude with a moral, for our many readers upon the Foggy Isle to ponder over, to-wit: *Distant fields look green* — but always ain't!

ISLAND SURPRISES EVERGREEN PATHFINDERS

"PLEASE say good-bye to all for us. We have had a magnificent trip up from Victoria, which, by the way, is a *Capital City* in more ways than one. The trip over the Island Highway is wonderful, is simply wonderful and we cannot say enough in praise of it. The traffic over this scenic route will amaze the people when conditions are again normal, that is, as soon as the war is over. It's almost impossible to realize what that will mean to Vancouver Island. To say the least, the people of British Columbia should surely be proud to be able to boast of such a beautiful highway." And with a hearty hand-shake, Mr. A. J. Elrod and party boarded the boat for Vancouver City after their ride over the Island Highway north from Victoria.

Bound on a road-mapping tour of more than 3,000 miles, a party of Washington good roads boosters left Seattle Saturday night for Olympia en route to Port Angeles, thence to Victoria, where they arrived Monday morning, and from there launched an undertaking that will mark for the first time the Evergreen Highway—an all-year route from Victoria, through the United States, to the Atlantic.

EVERGREEN HIGHWAY ASSOCIATION

The tour is under the auspices of the Evergreen Highway Association, an organization comprising practically all of the foremost automobile clubs, good roads bodies and enthusiasts of the Pacific Northwest, which although newly organized, has already made very considerable headway. Its principal object is to bring about the construction of a first-class automobile road and military highway from one side of America to the other. The idea is to site this road in territory where the climatic conditions are such as to make all-year round travel not only feasible but pleasant. That Victoria has been selected as the Pacific terminus of this great highway is a tribute to our climate and to the status of Victoria as a tourist city.

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Motorist Headquarters

MRS. G. A. FABER, Manager

Excellent Dining Room on Lower Floor

Opposite U.S. Customs, BLAINE, WASH.

PROMINENT MEN INCLUDED

The party includes Captain I. M. Howell, Secretary of State for Washington and an important figure in good roads work; Mr. Ben. F. Hill, a prominent Walla Walla man, a student of good roads, and first president of the Evergreen Highway Association; Mr. A. J. Elrod, secretary of the same organization, and a number of newspaper men, blue book officials, photographers and moving picture men.

USE OVERLAND CARS

Overland cars have been officially named as the machines selected to carry the party across the continent, and for one leg of the trip, at least, Manager A. R. Theisen of the Overland-Pacific branch, will sit in at the wheel as pilot. The cars are being supplied by Overland dealers and distributors of the districts covered as a courtesy to the association. Mr. Thomas Plimley took care of the party on Vancouver Island.

WELCOMED BY OFFICIALS


The party was met at the boat at 9 o'clock, Monday, July 16, by a deputation headed by Mayor Todd, himself an international figure in the good roads movement, together with officials of the Island Automobile Association and the Victoria and Island Development Association. The plans for the visit of the party in Victoria had been arranged by the Victoria and Island Development Association, and called for snappy movement and an absolute schedule in order to cover as much ground as possible in the brief time available.

At 9:30 the party was met at the Parliament Buildings where the Hon. Mr. Pattullo welcomed them on behalf of the Government of British Columbia. Mr. Pattullo handed the party letters to be delivered to the Governors respectively of Idaho, Utah, Arizona and New Mexico, and made a brief speech of welcome and God-speed.

Mayor Todd, representing the city, gave the party letters to be delivered to the mayors of Boise, Salt Lake City, Phoenix and Santa Fe.

President MacGregor, of the Island Automobile Association; President J. L. Beckwith, and Vice-President E. B. Andros

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Choice meals served at all hours at
reasonable prices

The best and freshest that the market
affords always on the table. This is where
the Pathfinder crew dined, why don't you?

of the Victoria and Island Development Association; Acting Engineer Proctor and Mr. A. E. Forman, of the Provincial Department of Railways; Mr. D. E. Campbell, of the Island Automobile Association; Mr. Thomas Plimley, Secretary Chas. L. Harris, of the Island Automobile Association, and Publicity Commissioner C. L. Armstrong were all present at the ceremony.

PRESENTS FLAGS

One of the most interesting features of the official reception was the presentation of the international flags to Captain I. M. Howell, Secretary of State for Washington, by little Miss Jean Campbell, daughter of Mr. D. E. Campbell, of this city. Miss Campbell was kilted in the tartan of her clan, and handed the flags to Capt. Howell "with the love of Victoria."

VICTORIA ENTERTAINS

Immediately after the incident at the Parliament Buildings, the visiting party was taken on a quick tour of various points of interest about Victoria. These were photographed both by ordinary cameras and moving picture cameras. The moving picture men also chronicled the scene at the Parliament Buildings. These photographs and the movie film will be used extensively throughout the country in educational work, and will afford Victoria no small amount of valuable advertising.

At noon the visiting party were entertained by a few local good roads enthusiasts at the Empress Hotel at luncheon, which necessarily was brief and informal.

At 1:15 the party were taken to the new Observatory, at Little Saanich Mountain, where they were received by Dr. Plaskett. Here, again, the moving picture operators were busy.

LEAVE FOR NANAIMO

Late in the afternoon the party took its leave of Victoria and started at once over the Malahat Drive for Nanaimo. They were busy photographing the rare bits of the Island Highway en route.

The party left Nanaimo for Vancouver Tuesday morning. Seattle will be reached Wednesday noon. Thursday the party will be in Portland and before the end of the

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HOTEL STRAND

'MOTORIST' HOTEL

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week the State boundary will be crossed and Idaho entered.

Motion pictures and ordinary photographs will be made along the proposed route, and a competent lecturer is accompanying the party for the purpose of obtaining material for a series of educational lectures on the scenic beauties of the localities through which the route passes.

TO MAP HIGHWAY

The mapping of the Evergreen Highway presents many important features of the Northwest and Puget Sound region. The snows of the Siskiyou and the unimproved portions of the Pacific Highway have combined to make that route practically impassable during the Winter months. California has been shut off from Washington for certain seasons of the year which otherwise would be given over to the motoring along the Coast.

With the outlining of the Evergreen Highway, a complete route will be charted, it is expected, which will enable the autoist to leave Southern California or Eastern points and travel to Seattle and British Columbia without delays because of roads.

From British Columbia the route, passing through Seattle, will lead south to Portland, thence north along the Columbia River to Goldendale. The North Bank route has been selected instead of the Columbia River Highway owing to the fact that portions of the Oregon road are not passable in winter time. Both routes will be presented in connection with the highway, the northern road being offered for such seasons as are necessary.

From the Idaho border the route goes south through Utah and thence into the Southwestern States, the most easterly point touched upon the present tour being El Paso. From that city the tourists will turn westward via Santa Fe to Los Angeles.

OBJECTS OF EVERGREEN ASSN.

The objects of the Evergreen Highway Association, which is a department of the National Highway Association, are:—

1. To promote the location, construction and maintenance of an all-year military highway and touring route from the North

INDEPENDENT 165Z

SUNSET 137

THE MAIZE

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Pacific Coast through the States of Washington, Oregon, Idaho, Utah and Arizona, to the Grand Canyon of the Colorado, and thence to some prominent automobile touring center in the Eastern United States; to be known as the Evergreen Highway. This highway would begin at Victoria and would not enter Canada except in British Columbia.

2. To procure the thorough markings of said highway by permanent, serviceable and ornamental road signs.

3. To maintain touring information bureaux, conduct the usual methods of publicity and otherwise encourage travel over said route.

4. To foster a practice of all-year motor-ing, and endeavoring to lengthen the auto-tourist season.

5. To encourage the formation of inter-state highway associations, local good roads associations and automobile clubs, for the purpose of co-operating with this association in urging upon the several units of government, the enactment of legislation and the adoption of programmes tending to the speedy improvement and proper maintenance of highways.

The Evergreen Highway Association is to become a national organization, managed by directors representing the several States traversed by the route.

The plan of organization contemplates the existence in each State of an inter-State highway association operating as an auxiliary of the national association.

Success in love consists not so much in marrying the one person who could make you happy as in escaping the many who could make you miserable.

A girl never realizes the difference between "preference" and "choice" until she has her preference between remaining a spinster forever and marrying her "last hope."

The police reports are the *sin-ews* of the modern newspaper.

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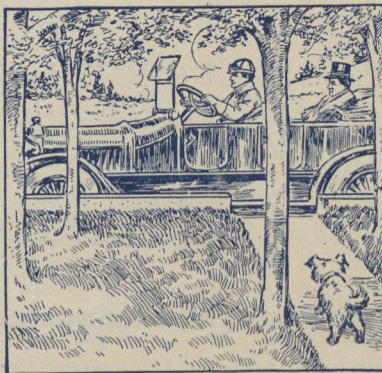
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18,000 Square Feet Storage Space. Day and Night Service TIRES AND ACCESSORIES

Emergency Car at your service, day or night. None but expert mechanics employed in our REPAIR DEPT. Our Motto: "Best of Service at a Reasonable Charge." All our customers come back.

PROPOSED CANADIAN HIGHWAY BILL

JUST as we were going to press we received word that the Board of Governors of the Island Automobile Association, at a meeting upon the 13th inst., had adopted a draft Canadian Highway Bill, and that the Board is making representations to Ottawa asking that the draft bill may be substituted in place of the objectionable Bill 58.

The draft bill has the unqualified support of The Island Motorist, and so important do we consider the matter that, at considerable inconvenience to ourselves, we herewith print the proposed bill in full, in order that our readers may be fully informed upon the subject.

The Island Motorist heartily congratulates the Board of Governors upon the action they have taken.

The draft bill is as follows:—

BILL NUMBER

AN ACT TO PROVIDE FOR THE CONSTRUCTION OF THE CANADIAN HIGHWAY

Whereas the Highways of Canada constitute an important part of the facilities which are necessary for an efficient national scheme of transportation and inter-communication;

And, Whereas, the Provinces, counties, districts, municipalites and cities of Canada have at their own cost constructed many roads throughout Canada, without any assistance whatever from the Dominion Treasury (excepting in rare and comparatively insignificant instances), notwithstanding that the road users of Canada have contributed largely to the Dominion revenue through the taxation of customs tariffs and in other direct and indirect ways;

And, Whereas, one of the inducements that assisted in causing the Colony of British Columbia to enter Confederation was "the immediate construction of a wagon road" from Eastern Canada to the Pacific, to be followed "with all possible despatch with a railway from Esquimalt";

And, Whereas, the wagon road has never been constructed*, but to the contrary, a large portion of the Colony of British Columbia's most important wagon road was destroyed during the construction of the railway, and much of the wagon road's right-of-way occupied by the railway, and no other wagon road whatever provided to take the place of the road destroyed, isolating the road system of the interior of British Columbia from the road system of the Pacific Coast;

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

And, Whereas, the linking together of such a road would do much to strengthen the spirit of Canadian unity;

And, whereas, the utilitarian value of the Canadian Highway would be very great in assisting the settlement of districts now remote and isolated;

And, Whereas, the linking together of the Canadian Highway would assist in providing employment for returned soldiers and others at the conclusion of the war;

And, Whereas, the Canadian Highway would form a monument to the fiftieth year of Confederation, and a memorial to the nation's fallen soldiers;

Therefore, His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

(1) This Act may be quoted as the "Canadian Highway Act.

(2) In this Act the word "Minister" means the Minister of Railways and Canals.

* (Neither has a railway been constructed "from Esquimalt" to Eastern Canada.—Ed.)



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Best by Every Test

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Who appreciates wholesome, well-cooked food, and to whom time is an important consideration, will find at T. & W.'s everything he could desire.

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While in Victoria, Make Tighe & Wheeler's Your Headquarters. Charges Strictly Moderate. Service the Best.

TIGHE & WHEELER, 635 Yates St. Victoria

PROPOSED HIGHWAY BILL

(Continued from Page 23)

(3) In this Act the "Canadian Highway" means a roadway extending from Glace Bay, near Sidney, in Nova Scotia, as directly as possible to Quebec City, thence to Ottawa, Winnipeg, Vancouver City, Nanaimo, and Cape Scott, upon Vancouver Island; the route from point to point to be approximately as direct as possible and taking into due consideration engineering necessities and the desirability of passing through districts now isolated and comparatively undeveloped.

(4) Ten million dollars shall be appropriated for the purposes of this Act; hereinafter referred to as the "Fund."

(5) This Fund shall be divided amongst the several Provinces, on the conditions hereinafter set out and in proportion to the estimated mileage in each Province of the Canadian Highway, excepting that the total be reduced by an amount sufficient to provide Prince Edward Island with a sum equal to one-half the amount received by Nova Scotia.

(a) The apportionment and division of the Fund in accordance with the conditions immediately hereinbefore set out, and based upon the estimated total mileage in each Province, shall be made by the Minister within fifteen days of the final passing of the Act by the Senate, and the Minister shall immediately notify each Provincial Government of the several amounts of such apportionment and division. In the event of any Province being dissatisfied with its apportionment than an immediate protest to be lodged with the Minister, by the Government of the Province affected. Thereupon the entire matter shall be referred to the Board of Railway Commissioners, who shall examine the matter, to such extent as the Board may consider necessary, and make a reapportionment and redivision, to the best of their ability, or confirm the figures of the Minister. The decision of the Board of Railway Commissioners to be final and to be made within thirty days of

the lodging of protest, by any Province, with the Minister.

(b) The funds turned over to Prince Edward Island to be used by the Provincial Government for the construction of any main trunk highway or highways that the Provincial Government may see fit.

(c) With the remainder of the Provinces, the respective share of each Province to be forthwith remitted to and turned over to the Government of each Province, on the expressed condition and understanding that it is to be used solely in connection with linking together and improving the Canadian Highway, and the Government of each Province to furnish the Minister with an assurance to this effect.

(d) The Government of each Province to also furnish the Minister with an assurance that no portion of the grant will be used for the purchase of right-of-ways, or for the payment of damages of any description; nor that, in any one instance, will any greater sum than five thousand dollars be expended from the said Province's share of this fund towards the construction of any one bridge; and that no portion of the grant shall be used to defray any portion of the ordinary office, or permanent staff, administrative expenses, of the Highway Department of the said Province.

(6) Immediately upon the passing of the Act by the Senate, the Minister to extend to the Government of each Province an invitation for one or more of the officials of each of such Provinces to attend a conference, at Ottawa, for the purpose of an exchange of ideas amongst the said officials as to construction methods, widths of right-of-ways, maximum grades and other details, in the endeavor to mutually arrive at, as nearly as possible, uniformity in the construction methods to be followed, but however fully realizing the right of the Road Department of each Province to finally determine the construction methods and specifications to be followed within their own Provincial boundaries.

The man with a *bee in his bonnet* is better than one with an *asp in his tongue*.

BILL NUMBER FIFTY-EIGHT

NO, not Kaiser Bill, but Bill 58. Oh, yes, same family! Federal aid is one of the things the Island Automobile Association wants and is working for. A short time ago the daily press reported Ottawa would appropriate ten millions this session to aid in road construction throughout Canada. From sad experience, *twice before in the same spot*, we asked to be shown. This is "IT" in full:—

BILL 58

AN ACT TO ENCOURAGE AND ASSIST THE
IMPROVEMENT OF HIGHWAYS

Whereas the highways of Canada constitute an important part of the facilities which are necessary for any efficient national scheme of transportation and inter-communication; and whereas, with the increasing progress and development of the country it is desirable and expedient to improve and extend the existing highway facilities, and for that purpose to give assistance to the various provinces of Canada: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Canada Highways Improvement Act*.

2. In this Act the word "Minister" means the Minister of Railways and Canals.

3. The Governor in Council may, in any year, and upon such terms and subject to such conditions as are prescribed by order in council, grant to any province in aid of the improvement of existing highways or bridges, or the construction of new highways or bridges, in such province, or for all or any such purposes, a subsidy not exceeding such sum as may in such year be voted by Parliament for that purpose.

4. Any highway for which aid is granted to a province shall be improved or constructed, as the case may be, according to descriptions, conditions and specifications approved by the Governor in Council on

the report of the Minister, and specified in each case in an agreement between the Minister and the Government of the province, which agreement the Minister, with the approval of the Governor in Council, is hereby empowered to make.

5. Each highway to be constructed or improved shall be defined and described in such agreement, and provision may be made therein for the future maintenance of such highway in good condition according to a specified standard and to the satisfaction of the Governor in Council.

6. The Minister, with the approval of the Governor in Council and upon such terms and conditions as are prescribed by order in council, may undertake the construction of any new highway, or the improvement of any existing highway in any province, and may expend in such improvement or construction the whole or any part of the sums voted by Parliament for such subsidy to that province. Provided, however, that the Minister shall first obtain the necessary authority from the legislature of such province and the consent of the Lieutenant-Governor in Council.

With a Dominion election "*in the offing*," ten million dollars would be a handy sum to have about, under the above conditions, for—*road construction!*

On the 29th June, President George McGregor wired the Member for Victoria as follows:—

"Island Automobile Association strongly opposes proposed Bill Fifty-eight Canada Highways Improvement Act. Bill leaves way open for all kinds of abuses. Request that you endeavor defeat bill as drafted. Writing."

The Victoria Board of Trade also took the matter up, and appointed, to consider the subject, a special committee, whose report, as follows, was adopted and copies forwarded to the Island Members at Ottawa:—

(Continued on Page 31)

The Willows Hotel

The Most Famous Resort on the whole
Pacific Coast for

BIG "TYEE" SALMON

174 miles of Good Automobile Road
all the way from Victoria



TUHLIN BROS.

Proprietors
Campbell River

Apply to Auto Club for Particulars



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You'll find rest and comfort unequalled anywhere on the Island, with us. Good Fishing within a stone's throw from the hotel.

Garage in Connection

Modern throughout. Sixty-five absolutely modern, light, airy, well-furnished rooms. All the comforts of home for the weary motorist.

You'll Never Find a More Delightful Spot for a Vacation Than

Riverside Inn, Cowichan Lake



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SPORTSMAN'S
PARADISE

Hotel Accommoda-
tions are of the
best, with
Excellent Table

TAKEN FROM RIVER WITH A FLY

Riverside Inn
COWICHAN LAKE



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Hotel Dunsmuir

Corner Dunsmuir and Richards Streets
VANCOUVER, B. C.



250 ROOMS
100 With Private Bath

RATES
European Plan, \$1.00 Per Day Up

Electric Auto Bus meets all Boats and Trains

Tourists, When in Duncan Stay at *The*

Quamichan Hotel

Across the Track from the Depot
Next Door to the Duncan Garage

Large and well equip-
ped Billiard Rooms

THREE well-lighted
Sample Rooms for
Commercial Men

First-Class
Dining-Room and
Cuisine

Courteous Service is
exactod from all our
employees towards
guests.

*The FISHING
and SHOOTING*

adjacent cannot be
excelled in B. C. and
the proprietor will
always be glad to
give the fullest in-
formation possible.

In fact it is The
House of Comfort

Only the FINEST BRANDS of
Wines, Liquors, Cigars

RATES, \$3.00 PER DAY

SPECIAL Rates per Week

THOS. E. TOMBS, Prop.,
Member of the Island Automobile Assn. ..

BILL NUMBER FIFTY-EIGHT

(Continued from Page 28)

“Your committee is of the opinion that any assistance granted by the Dominion Government to the Provinces for the purpose of improving highways should in the first instance be devoted to the construction of a continuous coast-to-coast highway suitable for motor traffic, the said highway to include Vancouver Island and Prince Edward Island.

“That any grants made should be on a mileage basis and that if Bill No. 58 is passed that it be so amended as to read clearly that it includes the above suggestion.”

INDIA'S GRAND TRUNK ROAD

Search where you will, you will find no highway in the whole world so romantic as the Grand Trunk Road of India. A stately avenue of three roads in one—the centre of hard metal, the roads on each side ankle-deep in silvery dust—fringed by double rows of trees; it runs for 1,400 miles through the vast northern plain which skirts the Himalayas, from Calcutta to far Peshawar, which keeps sentinel at the gate of Afghanistan. From horizon to horizon it stretches like a broad white ribbon, as seemingly straight as if traced by a gigantic ruler. And dotted along the entire length the hundreds of wayside rest-houses, each with its arched and turreted gateway.

For 3,000 years the Himalayas have looked down on this road and have seen it as they see it today. It was the world's greatest highway before Rome was cradled. Alexander the Great led his Greeks along it to the conquest of Northern India; and Buddha himself took his daily walks along it centuries before Christ was cradled. It has seen 100 generations of men come and go; yet today it is, to the eye, exactly the same as in the long-gone years when Nineveh was a proud city and our own ancestors gnawed bones in their caves.

**COWICHAN
BAY, V.I.**

*35 Miles From Victoria
on main Island Highway*

This Bay is Preserved for Sportsmen
and is Famous for its Salmon
Fishing

*Motorists can Obtain Meals
at any time at*

**BUENA VISTA
HOTEL**

*Boats, Launches and Cars for Hire
Fishing Tackle for Sale*

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First-Class Accommodation



**THE RIVERSIDE
HOTEL**

*Hot and Cold Water in Every Room. Electric
Lighted. Steam Heated Throughout.
Auto Headquarters.*

O. H. FECHNER, PROPRIETOR
Member Island Automobile Club

Phone 9

Courtenay, B. C.

PRACTICAL ROUTES TO COAST

THE various roads from the eastern seaboard States to Chicago and Mississippi River points generally are now so well understood and so constantly traveled that they present no difficulties, even to the novice in long distance touring, and one may choose among them according to preference or convenience.

But it is still highly desirable, if not absolutely necessary, for the average person making a tour from Chicago, St. Louis or Kansas City to the Rocky Mountains, or the Pacific Coast cites to know in advance something about prevailing road conditions, principal mileages and character of accommodations on the different routes, in order to lay out a trip going, and perhaps returning, best suited for his purpose, including length of time required and expense to be allowed for.

FOUR PRACTICABLE ROUTES

Four thoroughly practicable routes now extend all the way across the central West and far West, briefly as follows, in their order from north to south:

(1) "Northwest Trail"—Chicago, St. Paul, Minneapolis, Fargo, Bismarck, Livingston (Yellowstone Park connection); Butte, Spokane, Seattle.

(2) "Overland Trail"—Chicago, Omaha, Cheyenne, Salt Lake City (or Ogden or both), Reno, Sacramento, San Francisco.

(3) "Midland Trail"—St. Louis, Kansas City, Denver (or Colorado Springs or both), Salt Lake City, Ely, Los Angeles.

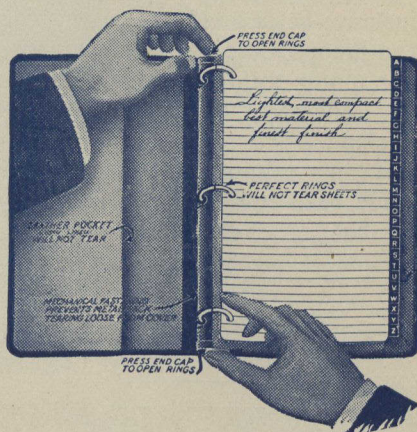
(4) "Trail to Sunset"—Chicago, Omaha, Kansa City, La Junta, Trinidad, Santa Fe, Albuquerque, Phoenix, Yuma, San Diego (or Flagstaff, Needles, San Bernardino), Los Angeles.

These routes are connected together by the Pacific Highway, the predominant north and south thoroughfare of the western coast.

ANOTHER ROUTE SOON

A large number of popular and frequently very useful options have been evolved along these great highways, especially between the Mississippi River and the Rocky Mountains; but the four routes as briefly

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 RING BOOKS!



They are used in every line of business by Salesmen, Office Men, Doctors, Lawyers, Ministers, Students—by everyone who must have a book that combines

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Bound in best quality Flexible Black Levant Grain Cowhide, with Black Linings.



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Limited

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617—VIEW STREET—619

VICTORIA, B. C.



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Thoroughly Modern, Beautifully Situated, Home Comfort, Excellent Cuisine

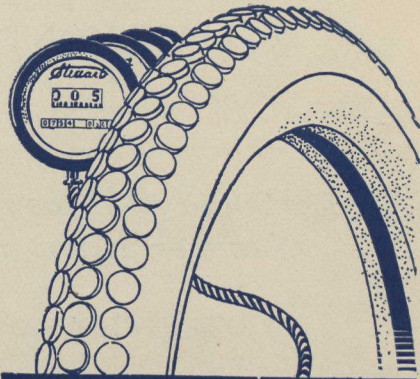
E. J. MARTIN, Manager.

A Word About Your Teeth

Go over them twice a day with tooth brush and twice a year pay a visit to your dentist and have them thoroughly examined. You'll be free then from the ills that arise from decayed, unhealthy teeth.

Dr. Albert E. Clarke
Dentist

Offices in Reynold's Building
Cor. Yates and Douglas Sts.



Speedometers Speak Highly of

FEDERAL

Double Cable Base
TIRES

By delivering unusual mileage—that's how Federals prove their right to the name "Extra Service" tires.

Double-cable-base construction is just one of the many features that underlie Federal durability.

Your speedometer will keep you faithful to Federals, once you let us fit your car with them.

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Poultry, Eggs and Vegetables, from our own farm

A. J. SINGER, *President*

S. L. SPENCER, *Manager*

EMPRESS HOTEL,

VICTORIA
British Columbia

FIREPROOF MODERN STRUCTURE



EUROPEAN
PLAN

325 Rooms
225 with Bath

RATES

\$2.00 up

Special Rates for
Large Parties

*All Outside
Rooms*

The Hotel is surrounded by Beautiful Gardens, Lawn Tennis Courts, etc. All conveniences for Motoring Parties: A short drive on seaside to Golf Links.

Write for Descriptive Booklets

Canadian Pacific Hotel System

Every Modern Convenience

sketched are still the substantial framework of the whole. Probably in another year or two an "All-Southern Route" will have been developed as a sound all-year proposition, though none is yet generally considered equal to the central and northern lines.

The time required for a transcontinental tour has been greatly shortened by the road improvements made on all lines during the past few years, and is now really less than generally supposed. From principal Atlantic seaboard points to Chicago is now a matter of only about five, six or seven days of fairly constant traveling, and in favorable conditions of roads and weather one may complete the trip to Seattle, San Francisco, Los Angeles or San Diego in from twenty to twenty-five days additional. A protracted wet spell—which might be encountered on any transcontinental route—will greatly interfere with the best arranged schedule; and of course the average tourist will stop over a day or so at a few intermediate points.

NEGLECTED OPPORTUNITY

"More than five thousand miles, with never a fortress, never a battleship, never a yawning gun, never a threatening sentinel on guard!

"More than five thousand miles of war's neglected opportunity!"

"More than five thousand miles of North America's international boundary between the United States and Canada! More than five thousand miles where free nation meets free nation, where vital interest touches vital interest, where imperious flag salutes imperious flag, where a people's sovereignty answers to a people's sovereignty!

"More than five thousand miles of civilized and Christianized internationalism!

"God's shining sun, in all his circling round, lights up no such track of international peace and crosses no such line of international power anywhere else in all the world!"—The Rotarian Magazine.

War may come, and war may go, but the fool changes in fashion go on forever.

Victoria's Best

Phoenix Beer

Phoenix XXX Stout

Phoenix XXX Ale

*Money Cannot Buy Anything
Better*



Victoria-Phoenix Brewing &
Malting Company

PHONE 436

Balmoral Hotel

Fort and Douglas Sts., Victoria, B. C.



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\$1.00 Up

ALL OUTSIDE ROOMS

CAFE

Service Second to None

Open 7 a.m. to 1 a.m.

Entrance 1107 Douglas Street

CANADA'S CONSTITUTION

The Federal Constitution was never submitted, like the Constitution of the United States, to the people. It was alleged that in a general election which followed, and in which the Confederation Government was sustained, the people virtually expressed their approbation. But it is obvious to re-

mark that in this election other issues were submitted and other influences, *that of party especially*, played their part. So that it cannot be truly said that the Constitution of Canada has ever been distinctly ratified by the Canadian people.—GOLDWIN SMITH.

SAY: I saw your ad. in THE ISLAND MOTORIST.



The Chalet, Deep Bay, B. C.

PHONE 30 F. SIDNEY

Board Residence, per week, \$15.00

Bed, per night, \$1.00

Meals, 75c.

Afternoon Tea, 35c.

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Are enhanced by the use of a good CAMERA

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Government St., Cor. View St.

P.S.—How About a Thermos?



THE METROPOLITAN GARAGE

R. E. McMORRAN, Proprietor

Member of the Island Automobile Association
Automobile Repairing of all kinds.

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Full Line of ACCESSORIES.



Camp With The Columbia

¶ And you can be sure of having at least one companion who is always willing to oblige with a story or song. ¶ In camp there is nothing like a Columbia. With it you can enjoy the world's finest music; you can enjoy the latest laughs from Eastern vaudeville; you can enjoy instrumental selections by the greatest artists in all the world.

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ON EASY TERMS



FLETCHER BROS.

*Western Canada's Largest
Music House*

Victoria, British Columbia

MOTORISTS! A Garage operated in connection with this modern hostelry, specially for you

MULTNOMAH HOTEL

PORTLAND, OREGON



GRANT, SMITH & CO., Owners
ERIC V. HAUSER, President
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Plan to include Oregon and the Columbia Highway in your Tour this Summer.

HARRIS OIL *and* GREASE

- ¶ A good investment in oil means not any oil, but HARRIS OIL.
- ¶ It is a recognized fact that the use of a high-grade oil means less expense for repairs on the motor.
- ¶ HARRIS OIL represents the great-achievement in Pennsylvania Crude for Automobile Lubrication.
- ¶ For many years this superior oil has been known to render the highest possible percentage of efficiency and the large army of motorists who use it, declare it to be the best from every point of view.

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Kodak

Be sure yours is a TERRYKODAK and then your pictures will be strong and clear, and always vivid recollections of great days, Real Happy Days, the sunshine of your vigorous hours. Your Kodak keeps alive this interesting story.

*Expert Finishing of Pictures in nine
hours time at*

TERRY'S

Fort Street at Douglas
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*Ever Ready and Columbia Dry Cells
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and 740 Broughton Street

Victoria, B. C.

WESTHOLME GRILL

Government Street, Victoria,

THE ONLY GRILL WITH
CABARET

In British Columbia

Gasoline in Stock

Lunches on Short Notice

Somerset Hotel

WELLINGTON, B. C.

*On Canadian Highway, Six Miles
from Nanaimo*

Motorists Always Welcome

JOS. E. CARR, Proprietor

WILL YOU COME?

Come to old Vancouver Island
 If you want to see the sights,
 Sunny days and starry nights,
 Where you gather all your wishes
 Good hotels and hungry fishes,
 Mountain streams, with their gleams,
 Mountains high, as the sky,
 Birds a-singing in the timber
 Clover blossoms nodding limber,
 In the good old breath of Summer,
 She's a hummer, she's a hummer,
 Is this old Vancouver Island
 You can bet your bottom dollar,
 You should holler, you should holler,
 You can see the things terrific
 In the broad and blue Pacific,
 With its water so prolific
 Of the cod with flapping tails,
 And the sulphur-bottomed whales
 And the everlasting "snarks"
 And the wild and woolly sharks,
 And the Siwash on the sand,
 Ain't it grant? *Ain't* it grand!
 Come to old Vancouver Island
 All you motorists that travel
 Raise the dust and scratch the gravel,
 Don't you ever wait a minute
 Till you're here and fairly in it,
 For it beats the very Nation
 And it discounts all creation,
 You should smile, you should smile
 There's a joy in every mile,
 Come to old Vancouver Island
 While it's still a Scotch and Rye Land,
 Let 'er hum, hum, hum, will you come,
 come,

Will you come?

JULIUS CAESAR, JR.

**Bigger Than the Greatest Country
 on Earth!**

Canada is larger in area than the United States, including Alaska, by 111,992 square miles (Canada, 3,729,665; United States and Alaska, 3,617,673).

He who goes out in search of a *lark* generally ends by taking a number of *swallows*.

NORTHERN HOTEL—J. Morgan, Prop. Everything first class. 570 Yates St. Phone 1073.

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**REVERCOMB MOTOR
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FIRST-CLASS REPAIRING
 Storage, Washing and Greasing
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Tires, Tubes, Accssories
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Agents for the Wonder Car—The
MAXWELL CAR—Terms if
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 Distributor for VEEDOL OILS

**Coal and
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J. E. Painter & Son

Phone 536 617 Cormorant St.

A. WILKINSON

NANAIMO, B. C.

At The Bridge

*Extends the Up-Island Motorists
an Invitation to Visit the New
Display Rooms he has Established
for the inspection of the*

OVERLAND MOTOR CARS

Phone 179. Res. 203

Mainwaring & Co.

NANAIMO, B. C.

Extend the motorists of the Island an invitation to visit there

Whatever you want in our line of

**ICE CREAM, COLD DRINKS
and LIGHT LUNCHES**

We can Deliver in a Manner that will
Please You



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Goodyear, Michelin and Nobby-Tread Tires
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Free Air, Day and Night
Vulcanizing and Retreading

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*General Merchandise, Gasoline
Lubricants, Etc.*

A Full Line of Fishing Tackle for Week-End
Sportsmen

LOOK FOR

PHILPOTT'S CAFE

ON THE MAIN STREET

*Motorists are Especially
Cared for*

W. H. PHILPOTT, Proprietor
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J. HOLLINGWORTH
Formerly of the Bastion Garage

H. BOOTH

The H. & B. Garage

NEXT TO WILSON HOTEL

Phone 589

NANAIMO, B. C.

*Repairs, Gasoline
Accessories*

Special Attention to the Motoring
Tourists

NANAIMO'S FAMOUS ATTRACTION

The Hotel Windsor

*Headquarters for Tourists and
Commercial Men*

100 ROOMS with TELEPHONE,
overlooking the beau-
tiful bay. Rooms with bathroom en suite. Hot
and cold Water. Steam Heat throughout.

Cuisine Unsurpassed, Admitted by ALL our Guests

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The Island Hall

The most comfortable and home-
like hotel on the Island tour.
Right on the beach. All bedrooms
face the sea. Billiards, Books and
Easy Chairs; Boating, Bathing and
Golf. Simple Food and Com-
fortable Beds.

On
THE ISLAND HIGHWAY,
AT PARKSVILLE

An old rural English settlement
within easy access of some of the
most beautiful spots on the Island.
Fixed and Only Price:
\$2.75 PER DAY

**FREE GARAGE FOR THE
ISLAND MOTORISTS**

TOM WEEKS

Member of the I. A. A.

Agent for the

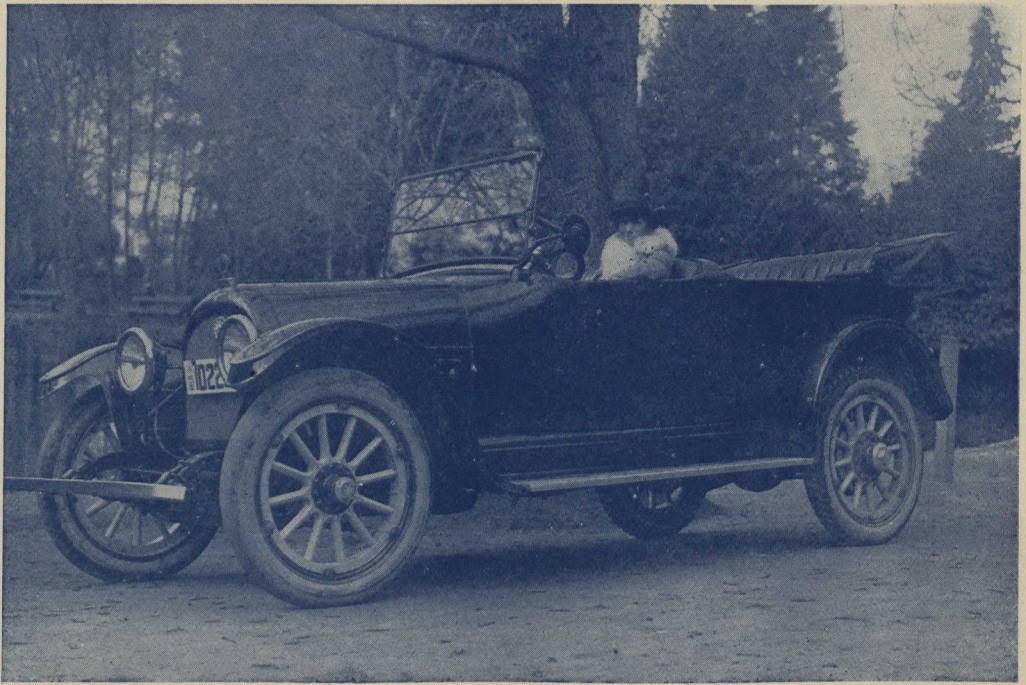
*Chalmers, Chevrolet
Hudson, Dodge and
Cadillac Cars*

Finest and Best Equipped Garage
North of Victoria

The **Auto Transfer Co.**

(TOM WEEKS)

P. O. Box 999. Phones 258 and 269
NANAIMO, B. C.



This is the big Willys-Knight "8" owned by Dr. A. E. Clarke. Mrs. Clarke is at the wheel. In last month's Island Motorist we related some of the high gear exploits of this powerful car. Since then the Doctor reports some new and startling "stunts"—but we'll tell you all about them in some future issue.



UNDER the heading *What Advantage Have We Got From Confederation?* a rather remarkable article has recently appeared in a French-Canadian newspaper, and has been received with much intolerance by a considerable section of the English-speaking population of Canada.

To the flag-waving and politically-chained editors that feel inclined to take a fall out of the French-Canadian proponent of the above question, THE ISLAND MOTORIST would like to gently whisper the remark of Socrates, that "*Patriotism is the last refuge of a scoundrel,*" and suggest that the soft pedal be used on the red light and fireworks, and that surely they can answer the Frenchman's question in a logical, proper and convincing manner?

We are rather shocked at ourselves when we have to admit that, in thinking of British Columbia and fifty years of Confederation, the following extract from the French-Canadian publication, finds rather an echo in our own rebellious soul:

"How sweet it would be, in fact, to live in a Lower Canada separated from Upper Canada, yet subject as at present to the British Crown. The qualities of our race would then develop normally on the banks of this beautiful St. Lawrence, in a country extending from the Ottawa to the Atlantic and administered by a French-Canadian majority, possessing the power to make all our laws, to treat freely with foreign countries, to fix our customs tariff, to control our immigration, our navigation, and

(Continued on Page 46)

Fair List Prices



Fair Treatment

Cords that are Cords



GOODRICH SILVERTOWN CORD TIRES

BEHOLD the *cord* that has made *cord tires* mean *durability, easy-riding comfort, mileage, and gasoline saving economy* to knowing automobile owners. Behold **CABLE CORD**, the unique cord made especially for the patent-protected two-ply Silvertown Cord Tires, and found **ONLY** in them.

Note the **SIZE** of **CABLE CORD**, its **SUPPLE STRENGTH**, and the **TWO** layers of it **CROSS WRAPPED** into a sinewy tire body.

Wrought of many threads the size of the "cords" of **WEB TIRES**, strong enough to swing the weight of a man, **CABLE CORD** gives Silvertowns a flexible strength which, yielding to the blows of a rough road, comes back without jolt or jar.

Fused with rubber as a cobbler's waxed end is waxed—a perfect weld of cord and rubber **40 PER CENT. RUBBER—CABLE CORD** keeps

Silvertown Tires immune to tire fever (internal friction), the destroyer of many ply tires.

Therefore, Silvertown Cord Tires, the only *two-ply, cable-cord* tires, outlast many ply tires with their multiplied tire fever.

Know them by their **Red-Double-Diamond** trade mark and graceful extra size, the tires you can not afford to deny yourself.

The **B. F. GOODRICH CO.**, Akron, Ohio

Goodrich also makes the famous fabric tires — Black Safety Treads

"Silvertowns make all cars high-grade"

MAXWELL AUTOMOBILES

Car with World's Non-Stop Record

SEYMOUR MOTOR CAR CO.

B. C. DISTRIBUTORS

B. C. Service Station for Stodard-Dayton, Everitt and Tudhope Cars

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Official Garage of the Island Automobile Association at Vancouver

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JOHN MILLEN & SON, LTD.

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Opposite Orpheum Theatre and Hotel Vancouver

RATES

\$1 Without Bath

\$1.50 to \$2 With Bath

Best Grill on the Pacific Coast
at Popular Prices

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Owners

F. L. WALLINGFORD
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Pender Street, near Granville

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TERMINAL CITY MOTOR CO., Limited

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*Touring Cars, Limousines and
Sight-seeing Cars for Hire
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DAVIE VULCANIZING CO.

THE PLACE FOR TIRE REPAIRS

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Goodyear Tires, Tubes and Tire Saver Kits in Stock

Our Service is at Your Service all hours. Use It. Drive up and let us test your air pressure free. Phone Sey. 1184. Night Phones, Sey. 6620L., Sey. 7266R.

1234 Granville Street

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GOLDSTREAM HOTEL

Victoria's Beautiful Playground

Twelve Miles From Victoria

Camping, Picnicing, Fishing, Etc.

MRS. MILLER, Proprietress

Brentwood Beach Hotel

The Most Attractive Summer Resort on Vancouver Island
Ten miles from Victoria by the B.C. Electric Railway,

Frequent Trains both Ways

BEST OF BATHING, BOATING, FISHING AND TENNIS
BAR, BILLIARDS

Rates \$3.00 Up—American Plan. Weekly Rates

Colwood Hotel

DAN CAMPBELL

Will be glad to extend you the right hand of hospitality and good cheer when you call at the COLWOOD HOTEL, Junction of the Jordan River and Goldstream Roads, on the Island Highway

Duncan Garage

Limited

Automobile Specialists

REPAIRING AND RENOVATING BY
EXPERT MECHANICS

Full Line of Accessories

Automobiles for Hire at All Hours

NORMAN CORFIELD, Proprietor

Phone 52

P.O. Box 115

(Continued from Page 42)

our means of transportation? This is not a party movement without head or tail, but a new political constitution based on our superior interests *and our inalienable rights*. The time, therefore, to plough the soil and to sow this immortal grain has come. Let us organize at once in view of this precise subject, a Lower Canada separated from Upper Canada, *loyal as in the past to British sovereignty* but possessing an autonomous administration embracing all branches of human activity."

(By the shades of the broken promises made to British Columbia fifty years ago, *what have we got out of Confederation?* If the French-Canadian wants to live in the way he sets out above, why shouldn't he? *In 1776 he stood by the Union Jack, and again in 1812*. Perhaps he would show more enthusiasm in the present war if it were not that the events occurring on the horizon are largely obscured from his vision by the near view he has of the blood-stained army

of war-profiters? Who can say what the workings of another man's mind are?—Ed.)

Alas! No man ever will understand why a woman would rather be one of many in his affections than only one of two.

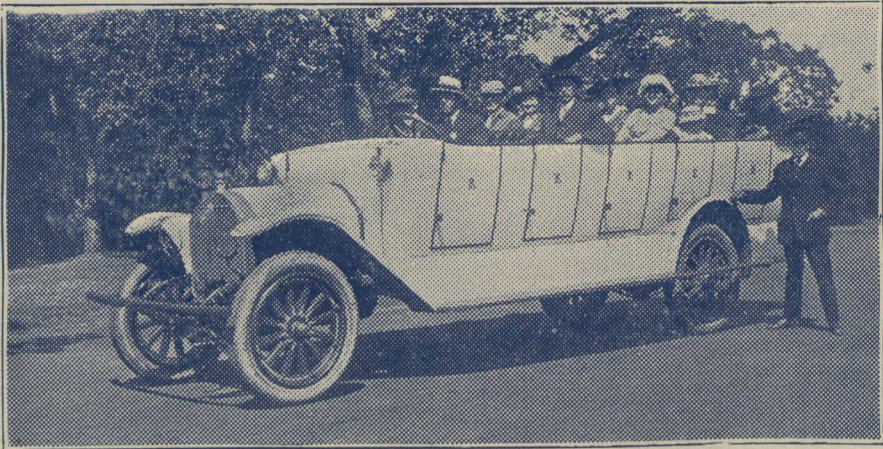
How much sweeter our memories of love, if a man only knew how to say "good-by" and a woman only knew when to say it!

It takes a bride just about two weeks to learn that studying aviation at a correspondence school is a safe and sane experiment beside trying to cook according to a cook book.

A man's first lie wounds a woman's heart, the second breaks it, the third mends it, and the rest simply harden it.

Maybe a married woman flatters herself when she honestly believes that her husband still thinks her the most beautiful woman in the world; but then, a married woman has to flatter herself. Nobody else will.

THE PRINCESS SIGHT SEEING LINE



A trip which is well worth taking in while in Victoria. You will find it one of the **BEST WAYS** to see the city during your stay here, taking in all the principal points of interest and everything explained on the trip as you go along.

*Look for the Princess Line — Why Not Ride in the BEST?
It Costs You No More Than the Rest!*

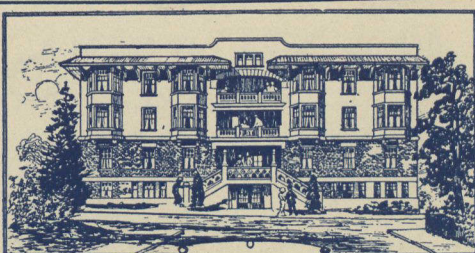
TEAS

ICES

OZALA Tea Rooms

COWICHAN BAY

Indian Baskets For Sale



JAMES BAY HOTEL, VICTORIA, B. C.

A First-Class Hotel, run on Old Country lines. Quiet and Comfortable, close to sea, Beautiful Park. Rates Reasonable

We do work cheap, but not cheap work

ELECTRICAL SHOE SHOP

F. WEST, Proprietor

636 VIEW ST. VICTORIA, B.C.

*High Grade Shoe Repairing Done by
Modern Methods*

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The Olympus Cafe and Grill

576 Yates St., Below Government

*Wines and Liquors
Orchestra in Attendance*

SUTRO BANCROFT, Manager



FIVE INCHES OF HAVANA

"Victoria's Leading Tailors."

LANGE & CO.

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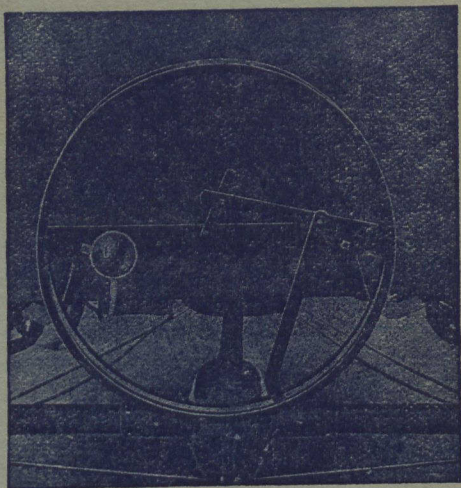
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KING TIRE

CARRIER

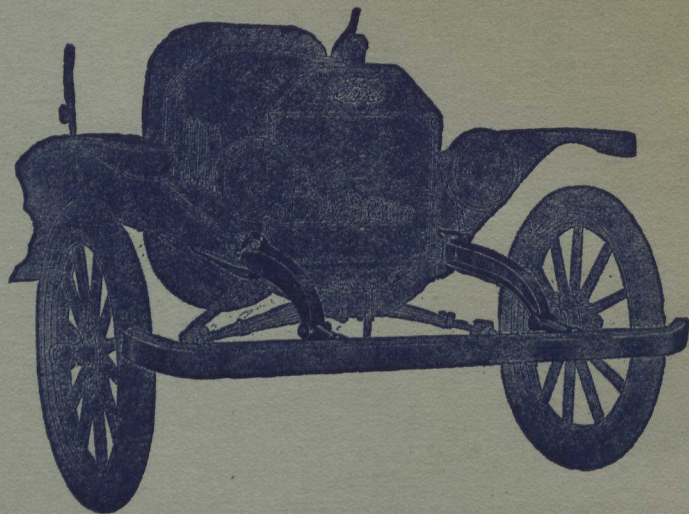
Fits Ford or Chevrolet

THE ordinary Carrier does not protect the inside of the tire, but allows it to fill with water and dirt, causing permanent injury to the tire.

Rim is contracted and expanded by lever, works easily and instantly. Brackets are heavy angles, and entire construction of Carrier makes for strength and durability.

Made of steel throughout, and handsomely finished in black baked enamel.

**Badger
Ford
Bumper**

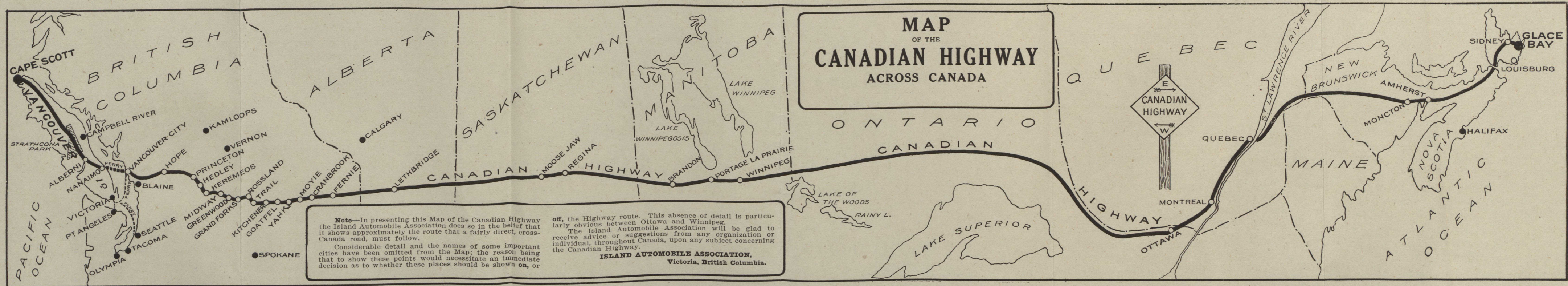


Gives the Ford car the appearance of standard construction. The bumper fitting, which has the appearance of an extended frame, not only improves the lines of the car, but offers a very substantial means of supporting the bar. Fittings are black, bar is nickel-plated.

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VANCOUVER, British Columbia



THE CANADIAN HIGHWAY

Victoria, British Columbia,
13th July, 1917.

TO THE ROAD USERS OF CANADA:

AT recent meetings of the Board of Governors of the Island Automobile Association, held at Victoria, British Columbia, discussions took place concerning Bill Fifty-eight, The Highway Improvement Act, recently introduced into the House of Commons at Ottawa.

The result of the discussions of the Board of Governors was a strong expression of disapproval of Bill Fifty-eight, and all of the Vancouver Island Members of Parliament have been wired and written requesting the radical amendment of, withdrawal, or voting down of the Bill.

At a further meeting of the Board of Governors, held today, it was decided that the principles set out in a proposed draft Bill, which was presented to the meeting, should be adopted. Copies of the proposed Bill, as ratified by the meeting, were authorized to be forwarded to Ottawa, with the request that the same should be substituted for Bill Fifty-eight.

In order to secure the support of the public to the principles of the draft Bill, the Board of Governors ordered the issuing of a circular, containing the draft Bill in full, for distribution amongst the public and those organizations likely to be interested in the project, such as Good Roads and Automobile Clubs, Boards of Trade, Farmers' Institutes, Trades and Labor Organizations, Rotary Clubs, Municipal Councils, etc., across Canada.

The following are the terms of the proposed draft Bill and it is hoped that it will appeal to and secure the support of both your organization and of yourself as an individual. In the



Planting First Post of Canadian Highway at Alberni, 4th May, 1912

event that it does not fully meet with your approval, your criticisms and suggestions are asked for by us?

Sincerely yours,

ISLAND AUTOMOBILE ASSOCIATION, Victoria, British Columbia.

BILL NUMBER

AN ACT TO PROVIDE FOR THE CONSTRUCTION OF THE CANADIAN HIGHWAY

Whereas, the Highways of Canada constitute an important part of the facilities which are necessary for an efficient national scheme of transportation and inter-communication; and, whereas, the Provinces, counties, districts, municipalities and cities of Canada have at their own cost constructed many roads throughout Canada, without any assistance whatever from the Dominion Treasury (excepting in rare and comparatively insignificant instances), notwithstanding that the road users of Canada have contributed largely to the Dominion revenue through the taxation of Customs tariffs and in other direct and indirect ways; and, whereas, one of the inducements that assisted in causing the Colony of British Columbia to enter Confederation was "the immediate construction of a wagon road" from Eastern Canada to the Pacific, to be followed, "with all possible despatch with a railway from Esquimalt"; and, whereas, the wagon road has never been constructed, but to the contrary, a large portion of the Colony of British Columbia's most important wagon road was destroyed during the construction of the railway, and much of the wagon road's right-of-way occupied by the railway, and no other wagon road whatever provided to take the place of the road destroyed, isolating the road system of the interior of British Columbia from the road system of the Pacific Coast; and, whereas, with the increasing progress and development of Canada it is desirable and expedient that the highways systems of the various Provinces shall be linked together by means of a road extending from Glace Bay, near Sydney, Nova Scotia, to Cape Scott, upon Vancouver Island, the said road to be known throughout its length as the "Canadian Highway"; and, whereas, the linking together of such road would do

much to strengthen the spirit of Canadian unity; and, whereas, the utilitarian value of the Canadian Highway would be very great in assisting the settlement of districts now remote and isolated; and, whereas, the linking together of the Canadian Highway would assist in providing employment for returned soldiers and others at the conclusion of the war; and, finally, whereas, the Canadian Highway would form a Monument to the fiftieth year of Confederation, and a Memorial to the Nation's Fallen Soldiers; Therefore, His Majesty, by and with the advice and consent of the Senate and the House of Commons of Canada, enacts as follows:—

(1) This Act may be cited as the Canadian Highway Act.

(2) In this Act the word "Minister" means Minister of Railways and Canals.

(3) In this Act the "Canadian Highway" means a roadway extending from Glace Bay, near Sydney, in Nova Scotia, as directly as possible to Quebec City, thence to Ottawa, Winnipeg, Vancouver City, Nanaimo, and Cape Scott, upon Vancouver Island; the route from point to point to be approximately as direct as possible and taking into due consideration engineering necessities and the desirability of

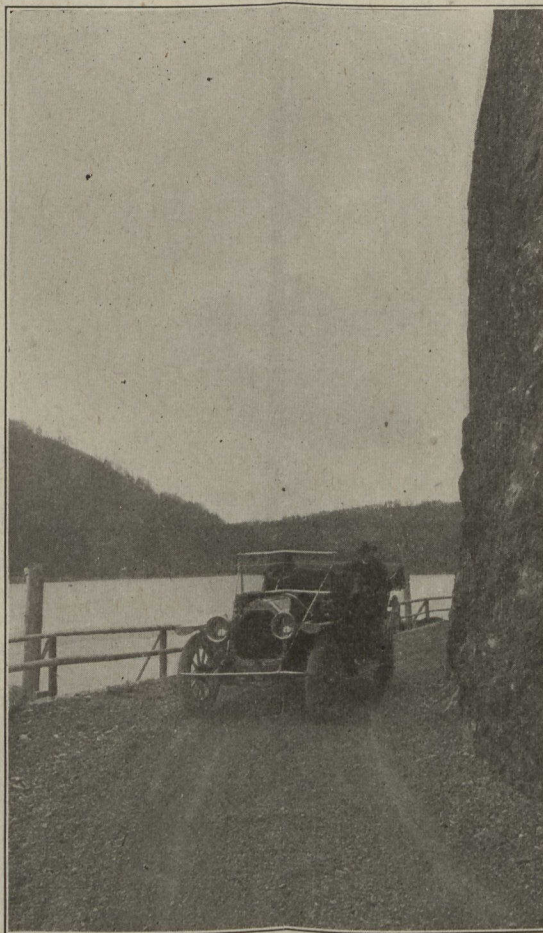
passing through districts now isolated and comparatively undeveloped.

(4) Ten Million Dollars shall be appropriated for the purposes of this Act; hereinafter referred to as the "Fund."

(5) This Fund shall be divided amongst the several Provinces on the conditions hereinafter set out and in proportion to the estimated mileage in each Province of the Canadian Highway, excepting that the total be reduced by an amount sufficient to provide Prince Edward Island with a sum equal to one-half the amount received by Nova Scotia.

(a) The apportionment and division of the Fund in accordance with the conditions immediately hereinbefore set out, and based upon the estimated total mileage in each Province, shall be made by the Minister within fifteen days of the final passing of the Act by the Senate, and the Minister shall immediately notify each Provincial Govern-

ment of the several amounts of such apportionment and division. In the event of any Province being dissatisfied with its apportionment, then an immediate protest to be lodged with the Minister, by the Government of the Province affected. Thereupon the entire matter shall be referred to the Board of Railways



CAMERON LAKE

(Canadian Highway, Vancouver Island)

Commissioners, who shall examine the matter, to such extent as the Board may consider necessary, and make a reapportionment and redivision to the best of their ability, or confirm the figures of the Minister. The decision of the Board of Railway Commissioners to be final and to be made within thirty days of the lodging of the protest by any Province, with the Minister.

(b) The funds turned over to Prince Edward Island to be used by the Provincial Government for the construction of any main trunk highway or highways, that the Provincial Government may see fit.

(c) With the remainder of the Provinces, the respective share of each Province to be forthwith remitted to and turned over to the Government of each Province, on the expressed condition and understanding that it is to be used solely in connection with the linking together and improving the Canadian Highway, and the Government to furnish the Minister with an assurance to this effect.

(d) The Government of each Province to also furnish the Minister with an assurance that no portion of the grant will be used for the purchase of right-of-ways, or for the payment of damages of any description; nor that, in any one instance, will any greater sum than Five Thousand Dollars be expended from the said Province's share of this fund towards the construction of any one bridge; and that no

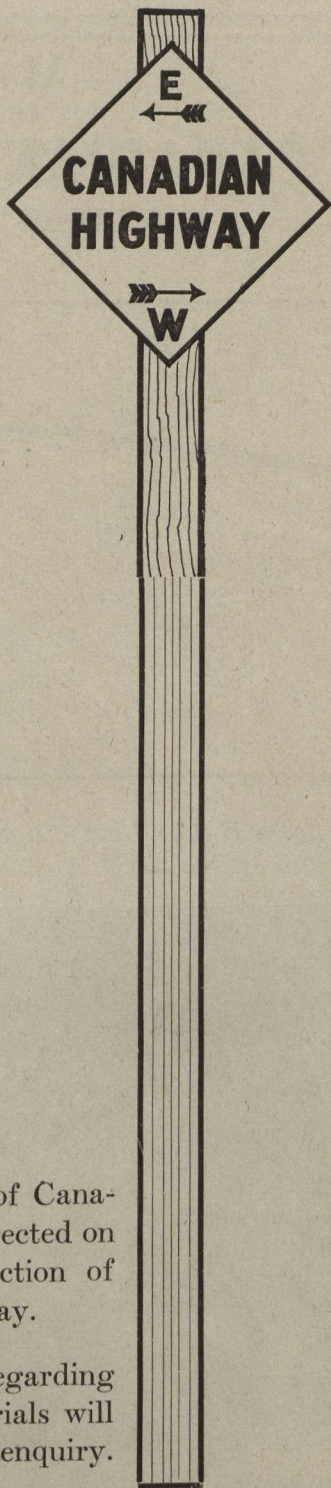
portion of the grant shall be used to defray any portion of the ordinary office, or permanent staff, administrative expenses, of the Highway Department of the said Province.

(6) Immediately upon the passing of the Act by the Senate, the Minister to extend to the Government of each Province an invitation for one or more of the officials of each of such Provinces to attend a conference, at Ottawa, for the purpose of an exchange of ideas amongst the said officials, as to the construction methods, widths of right-of-ways, maximum grades and other details, in the endeavor to mutually arrive at, as nearly as possible, uniformity in the construction methods to be followed, but, however, fully realizing the right of the Road Department of each Province to finally determine the construction methods and specifications to be followed within their own Provincial boundaries.



Please reply to this Circular, and let us know whether the proposed Bill meets with your approval or not?

ISLAND AUTOMOBILE ASSOCIATION,
Victoria, British Columbia.



This cut shows type of Canadian Highway sign erected on Vancouver Island section of the Canadian Highway.

Full particulars regarding dimensions and materials will gladly be given upon enquiry.

ISLAND AUTOMOBILE ASSOCIATION,
VICTORIA, B.C.

From ISLAND AUTOMOBILE ASSOCIATION
VICTORIA, BRITISH COLUMBIA

