

KINGSWAY SHOWS SIGNS OF WEAR

**Loads Weighing Fifteen Tons
Are Being Driven Over
Highway, It is
Claimed.**

**MATTER TO BE DRAWN
TO COUNCILS' NOTICE**

**Completion of Hope-Princeton
Road May be Effected by
Interned Prisoners.**

The members of the standing committees of the Vancouver Automobile Club held their regular get-together luncheon at the Hotel Vancouver on Thursday, the treasurer, Mr. John R. Read, acting as chairman.

Mr. S. Gintzburger, chairman of the legislative committee, read a communication received from Chief Constable Matheson, of Surrey, in which it was stated that several complaints had been received about the fast driving indulged in by motorists on the highway between New Westminster and Cloverdale, and that he had placed officers on the road with a timing apparatus and intended to prosecute all autoists who exceeded the speed limit, and asking the club to notify its members as to this. Last year Surrey municipality collected a large amount of fines through the installation of their timing apparatus, which can be worked over any quarter of a mile along the highway. The secretary was instructed to write the chief, thanking him for his interest in notifying the club, and also to acquaint all autoists through the local press of this action, and asking them to observe the legal speed limit of 25 miles per hour.

Heavy Traffic on Kingsway.

Mr. Charles A. Ross, chairman of the city roads committee, reported that owing to heavy traffic along Kingsway during hot weather the pavement was showing considerable sign of wear, the heavy loads producing ruts which, if continued, would materially affect the condition of this driveway. Mr. Ross, who spent considerable time, in conjunction with other members of the club, in the establishment of this pavement, was at the time asked to give an estimate of what loads the pavement would have to carry, which he placed at 11 tons, but he reports that loads of 15 tons, including the heavy trucks are constantly driven over the road. It was decided to ascertain from the district councils whether a bylaw is in force similar to one in Point Grey, prohibiting the drawing of excessive loads over this road, and if so, to ask for its enforcement.

Motor Policeman.

One of the members present reported that whilst proceeding along Main street recently a motorcycle rider pulled alongside his automobile and informed him that he had been traveling at a certain rate of speed from the time he entered the city limits at the Knight road, and instructing him to keep it down. He explained to the officer that owing to an animated conversation with a passenger he had forgotten to reduce his speed when passing the city limits. At the same time he thought it very good on the part of the officer to bring the matter to his attention at the time, instead of perhaps asking him to interview the police magistrate at a later date and explain it to him, and that if that was the method adopted by the police in regulating automobile traffic within the city it was worthy of strict attention on the part of autoists. This plain clothes officer has no particular beat assigned to him, and it is well for automobile drivers to take notice of his presence in any part of the city, and to govern their speed accordingly.

Hope-Princeton Road.

Mr. Read then introduced Mr. P. W. Gregory, secretary of the Princeton Board of Trade, to explain what his board, in conjunction with the other boards of trade at Kamloops and the Similkameen valley, had done with reference to getting the provincial government to finish the construction of the Hope-Princeton road, which has already been graded seven miles from Hope and 12 miles from Princeton, pointing out the advantages which this unfinished link would entail to automobile tourists, and to settlers in the interior, by giving them an outlet to Vancouver which at present does not exist. The proposal put forward was to use interned labor, which is procurable for 25 cents per day, which amount the provincial government would be called upon to pay, as the federal government is responsible for the interned's board. The completion of this road, which will form part of the transcontinental highway across Canada, means much to Vancouver, opening as it does the interior of British Columbia to vehicular travel and to a vast store of mineral wealth in the district.

The assistance of the Vancouver Board of Trade has already been asked by the Princeton board, and Secretary Blair, who was present, stated that representation had already been made by his directors. The provincial government had replied that there are certain difficulties in the way of employing interned labor as requested, but as it has already been employed in the interior to open up certain roads, it is not possible to see where the difficulty arises.