

The WEST VAN. NEWS

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No. 28

Council Discusses By-Laws at Public Meeting

There was a good attendance at the meeting in Hollyburn Theatre last night to hear the reeve and council explain the road and bridge by-law, which is to be voted upon on 26th instant. The reeve, who opened the meeting, gave five reasons why the by-law should receive popular support; in the first place on the score of safety, the present road not being wide enough for the present traffic; and secondly from a standpoint of economy. The present road he said was costing per year \$11,000 in maintenance charges, while the sinking fund and interest charges on the new road would be only \$9,724 annually. There would be no maintenance charges for 10 years, because it would be a permanent road. The present road was not a permanent road. The development of the western end of the district as a result of the proposed widening, was his third reason. A \$300,000 increase in assessment there had taken place as a result of the building of the present road, and the municipality owned 2000 acres in the westerly end of the municipality, which would benefit. A fourth reason was the fact that the provincial government, now that the road was classified, was our partner. If we did not keep the road in shape they would do it themselves and then call upon us to pay our 60% share of the work. His fifth reason was that it was the northern terminus of the Pacific Highway. The present road was a very poor advertisement to those thousands who drove up every year from the south and visited us.

The members of the council followed with short addresses in the order named:

Councillor Ray

The surfaced portion from Mile 1 to mile 4 would be 20 feet wide, and from West Bay on 18 to 24 feet. The surfacing would be made thicker throughout its length and would be warrenite bitulythic. The new bridgewould be a one-span steel structure with a concrete deck. The total carrying charges on the bridge and road per annum would be \$15,000.

Councillor Leyland

The present bridge had a bad turn in it, and a wooden deck, which was dangerous in wet weather. No engineer would guarantee its permanence. The proposed new bridge and widening of the road would cost approximately 5 mills. We looked to Greater Vancouver for our population and 75% of the autos using the Drive came from there. While not in favor of protecting the vested interests, they should be encouraged.

Councillor Jackman

The mere fact that the reeve and council individually paid more taxes than the average ratepayer and they were all in favor of the by-law was a strong point in its favor. The 30 year bonds to be issued under the by-

law would raise taxes 4.93 mills; while the maintenance of the present road was responsible for an increase in taxes of 4.01 mills.

Councillor Watt

The provincial government would not have made a grant of \$220,000 if such an expenditure was not necessary. We had to pay our 60% upkeep of the road whether we could afford to or not. The question was not whether we can afford to assent to the road and bridge by-law, but rather that we could not afford not to do so. The by-law only had been submitted because the road was useless without the bridge, and the bridge useless without the road. The life of the present bridge was uncertain.

A number of questions were asked by people in the audience, these being answered either by the Reeve or one of the councillors.

MEMBER FOR LILLOOET TO ADDRESS LOCAL LIBERALS NEXT TUESDAY

A. E. Munn, M.P. for Lillooet, will address a meeting of Liberals next Tuesday night at Ambleside Hall. Mr. Munn is in very close touch with developments proposed and arranged for the North Shore, and it is expected that a good audience will be present to hear him.

This is the annual meeting of the West Vancouver Liberal Association, and officers for the coming year will be elected. The meeting is at Ambleside Hall and is timed for 8 p. m.

RATEPAYERS TO DIS- CUSS NEW BYLAW ON MONDAY

The West Vancouver Ratepayers' Association is holding a meeting next Monday, 17th October, at 8 p. m. in Ambleside Hall, when they will discuss the proposed bylaw for widening Marine Drive throughout the municipality and the building of a new bridge over the Capilano River. All members are requested to attend and a cordial invitation is extended to prospective members to be present.

WEDNESDAY 26th IS VOTING DAY

The voting on the new road and bridge by-law will take place on Wednesday, October 26th, in one of the Ross Stores on Marine Drive at Ambleside, formerly occupied by the Lesage Drug Co.

REEVE VINSON OUTLINES NEEDS OF THE DISTRICT

In answer to a question from one of the audience last night's public meeting Reeve Vinson stated that three most important matters would probably be dealt with by next year's council, these being the arranging of permanent and up-to-date fire fighting facilities; the development of the Ambleside Park project; and an improved water system.

BOARD OF TRADE MEETS MONDAY

The regular meeting of the West Vancouver Board of Trade will be held next Monday at 8 p. m. in the Canadian Legion Rooms over the Ferry office.

West Vancouver in the Spotlight

REAL ESTATE RECEIVES CAPITALISTS' AT- TENTION—BIG DEVELOPMENT FORESHADOWED

Many signs point to the fact that West Vancouver real estate is again on the upward trend and that real estate will shortly be in active demand. In the past week or two several large deals have been consummated, which lead one to believe that a big development can reasonably be anticipated in local land values and in real estate transactions. Seven acres on Cypress Creek were recently sold by R. P. Clark & Co. to a prominent European banker, who after a tour of the municipality considered West Vancouver the most promising district on the Coast. This property is on the Marine Drive and faces the P. G. E. Railway at Cypress Park station. The owner proposes to erect seven or eight bungalows, leaving the property in a park like nature with space for tennis courts and bowling greens.

The same investor has purchased 10 acres west of Capilano bridge facing on Marine drive, and running to the Keith road. This he proposes to cut into eight blocks and lease them for a term of years at a nominal rental of from \$60 to \$100 a year.

The B. C. Electric Co. is also expecting some development as is shown by the fact of their arranging for a substation to be built here to take care of our growing needs.

Big financiers and large companies do not invest money in this way without good reason for anticipating some development. These people do not usually speculate in investments of this kind. They are as a rule pretty certain when and where they place their money. From now on West Vancouver is going to be more in the spotlight than ever.

WATCH WEST VANCOUVER GROW.

Children's Playground Opened

The new children's playground was formerly opened to the public on Wednesday, but it received its actual opening on Sunday, when all day it was the Mecca for crowds of children. Anyone who saw the little ones and many big ones too, swarming round the various sets of apparatus erected for their pleasure would have quickly realised what a boon it will be to the children of the district. We believe that it will continue to be just as popular in the days and years to come as it was on Sunday, at least such is the case with similar playgrounds fitted with similar apparatus in the city, and we have no reason to suppose that the playground here will not continue to be equally popular.

The sets of apparatus, made as they are of iron galvanised against the weather and set in concrete, are practically indestructible and will assist in the muscular development of our children. The amusement to be derived from them will keep the little ones in the park and consequently off the roads. In these days of autos and the heavy toll in child life exacted by them, this is a most important thing, in fact it forms the primary and at the same time an entirely sufficient reason for the expenditure of a much larger sum than has so far been spent. The playground in this regard will continue to justify its existence until that time arrives when autos shall have roads of their own enclosed and banked like railway tracks. But probably many years will elapse before this final solution of the auto menace is arrived at, and meanwhile it is our duty to protect our children against death or injury from motor cars as much as we may and with every reasonable means in our power.

The establishment of the playground at Memorial Park was a happy choice, for it is situated in a spot centrally located between Ambleside and Dundarave, and is therefore equally available for the children of the easterly and westerly ends of the municipality. It is, of course, not large enough to accommodate all our children. More apparatus is required right now, as was evidenced on Sunday, and it is the intention of the committee to erect some more as funds come in, and doubtless in the future similar playgrounds will be erected in other parts of West Vancouver.

In any case an excellent start has been made, and Councillor Ray and his committee are to be congratulated on the earnest and continued effort which has resulted in this establishment of a well equipped playground in West Vancouver.

Joy in Paying Taxes

The following article taken from the Christian Science Monitor of September 27th, deals with a subject of interest but not always of pleasure to the people in any district. Taxes of any kind are a constant irritation and a bug bear to those who have to collect as well as to those who have to pay. Frequently, however, we are too prone to be selfish in our attitude towards the payment of taxes. "The joy in paying taxes" is an attractive looking title, but the reasons given below make the title a very reasonable one.—Ed.

The subject of taxes in all their varied classifications—school, city, county, state, government, etc.—is one which is constantly before the public, and one which, for the most part, is presented from the side of enforced duty because the average man takes no pleasure in paying taxes. Probably there are not many people in the world today who have an impression regarding the paying of taxes other than that they appear to deprive us of something which, it seems, should more rightly be our own, and therefore may be accounted a burden, an imposition, or both. How often may we hear, all the way from the casual conversation to the public speech, certain taxes discussed as exorbitant, unjust or even outrageous.

Suppose we consider the problem from another and quite opposite side to see if this opposite side has not far more in its favor that is commendable, than that side with which we have become overly impressed.

Because of the taxes which have been and are being paid, we have our paved streets, bridges and sidewalks, running water, fire protection, police protection, street lights, public buildings, parks and playgrounds; many kinds of charitable institutions, good country roads, and last, but by no means least, excellent city and country schools. And to this long list could be added another including many desirable and necessary provisions, though perhaps these would be less noticeable. Truly it would be difficult to list all the benefits derived from taxation which the general public enjoys today. But some realization of their far-reaching influence for good may be had by imagining for a moment what our conditions of living would be without all these things. How many of us would prefer to dispense with them entirely and return to the primitive manner of living which prevailed in the days of our forefathers? This comparison should help us to regard the payment of taxes from the standpoint of appreciation.

The Desire to Be of Service

Again—how often there surges within the heart of every man the desire to be of service to his neighbor. This aspiration

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