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# REEVE AND COUNCILLORS REVIEW PROGRESS

## DISCUSS BY-LAW AND TRANSPORTATION

REEVE V. V. VINSON

COUNCILLOR J. T. WATT

COUNCILLOR W. M. JACKMAN

Reeve Vinson in reviewing the coming election stated that in offering himself for another term as Reeve of West Vancouver he had no apologies to offer, that his record in Municipal service speaks for itself. In 1915, he said, as a strong advocate of Permanent Roads he was elected to the Council on the roads issue of that day—Water bound macadam versus pavement on the first four miles of West Vancouver Highway. That section of road has proved beyond a doubt to have been good business at that time. The same good business as to roads holds good at the present day only more so, as auto traffic has increased to such large proportions.

Reeve Vinson said further: "In bringing the Road & Bridge By-law forward again at the annual election in January I feel it my duty as Reeve to give the ratepayers another opportunity to express their opinion, as everyone knows that at the poll in October last a substantial majority recorded their vote in favor of the By-law. In the face of an organized opposition, the feeling at that time was that the Ratepayers had not the opportunity to fully consider the importance of the measure. But I can assure the Ratepayers that the Council had no thought or intention of rushing the By-law upon them.

However, I have been informed by a number of voters who opposed the By-law in October that if given the opportunity to vote again on the same measure they would not only vote in favor but support it in every way, and owing to the importance of the project to the Municipality the Council have decided to re-submit the By-law again in January, feeling now that the voters have had time to reflect upon what it means to the Municipality to have the Government contribute nearly one-quarter of a million dollars towards our Marine Drive. There are sixty-five Municipalities in the Province of British Columbia, and the other sixty-four would like to be in the happy position of West Vancouver.

All that is necessary for the people of West Vancouver to do is to vote in favor of the Road & Bridge By-law in January. That will be ample time for the Government to bring down their appropriation at the next session of the Legislature which takes place late in January.

Those that are working in opposition, I am sure, do not realize that it will cost less to pass the by-law than to defeat it, so in passing the By-law you save money. To maintain the Highway and keep it passable will cost at least 50 per cent. more than the Carrying Charges on the finished product, including a new Bridge and Road.

It is a known fact that all Corporations and Engineers the world over recommend that when the cost of maintenance of a highway-road or any public convenience exceeds the carrying charges upon a new product, by all means proceed with the new work. That is considered economical and sound business.

West Vancouver cannot afford to throw away money each year on the maintenance of our Marine Drive. But they CAN afford to build a permanent highway and new bridge. Even if it were necessary to economize for a

year or two if would pay West Vancouver to take advantage of the Government grant of a quarter of a million dollars while they have the opportunity and everything is favorable.

Without any conceit on my part, I wish to say that there is no public body in the Province of British Columbia that is working harder in the interests of the people than the West Vancouver Council. Never in the history of West Vancouver has there been so many contentious questions arising as there are at the present time, problems facing us that require considerable foresight, such as Water, Fire Department, Addition to Municipal Hall as Fire Protection for our Municipal records, Transportation, etc. The pessimist will say that we can do without these expenditures, but I want to point out to our ratepayers that West Vancouver has reached the stage when they cannot retard its growth; there is no room for the pessimist in West Vancouver.

A Committee of the Ratepayers Association has asked the Council to abandon the present By-law and submit two By-laws—one for the Bridge and one for the Road—in a modified form. At the same time a petition was presented to the Reeve signed by a number of ratepayers approving of the action of the Council in re-submitting the By-law in January. So it is plainly to be seen that there are two sides to the question. It has been said that what the people want and admire in their public representatives is consistency; I can assure the taxpayers that this year's Council are consistent, and are working for the best interests of the Municipality, and in perfect harmony with the Powers-that-Be at Victoria.

I have given freely of my time in the service of the Municipality, beginning in the year 1915 as Chairman of Finance. Retired for two years, then Reeve in 1918, 1919 and 1920. Retired, but was persuaded to again come forward in 1922; elected, and secured the Electric Lights for the Municipality. Again as Reeve in 1927—elected by acclamation.

I am now offering myself for the year 1928, to carry out the program that has been started. With my past experience I feel that I am in a position to guide the Municipality, further its progress, and carry to a successful conclusion such works as the Nelson Creek Water System, now under construction; the Queen's Avenue Water Line that will serve the higher levels, and which also is under construction and also the Road and Bridge By-law that I feel sure the ratepayers will pass on January 14.

I, myself, am a large ratepayer and have been since the year 1906 and am carrying my share of the stock in our Company, the Municipality of West Vancouver.

In asking our Ratepayers to vote for the By-law and to support me in my policy of Good Roads as Reeve for 1928 I cannot undertake to straddle a question for fear of offending, nor can I make all kinds of election promises knowing full well that they cannot be carried through, but I can assure them that I will devote my time and attention to the best interests of the Municipality in an honest and upright manner, and without fear or favor, as I have during the six years I have had the pleasure of serving them."

It is in my opinion just one of the providential happenings that it is possible to re-submit the by-law and I am confident that it will get an overwhelming majority in its favor, because at this time the ratepayers will be as well informed upon its value to them as to offset the organized opposition to it.

Why such a by-law should be opposed at all is the thing that I cannot understand. It ought to be an occasion when a progressive municipality such as we are ought to congratulate itself upon its opportunity and for that reason I believe that your 1928 Council will require to commence this very important work at the request of the public.

Even if the municipality's finances should be strained to the breaking point it would still, in my opinion, be good business; but fortunately this is not the case.

Figures will be available to prove that we are far from the end of our resources and we shall be able to carry on very successfully with other necessary things.

If you vote yes for the by-law every ratepayer in West Vancouver will benefit undoubtedly. If you decide in the negative, then every ratepayer will most assuredly lose an opportunity and will be poorer financially for there is no argument that can be produced to maintain the highway for less money than the Sinking Fund and interest on the new structure.

It is true that one may say "yes we can allow that road to remain in its present state" but even that cannot be done owing to the road having been classified as a Secondary Highway. The Provincial Government in paying 40 per cent of all maintenance charges on Secondary Highways reserves the right to say what must be done and in providing not 40 per cent, but one half of the total estimate a sum equal to a quarter of a million dollars for the proposed work, it stands to reason that it is good business. On January 9th your Reeve and Council meet to give an account of their stewardship for the past year and I hope that the ratepayers will turn out in full force to hear more about this all-important issue. The question which seems to fit those who are out as it were "agin the Government" is "WHY PAY MORE FOR LESS?" If that can be satisfactorily answered, I am willing and ready to apologize for any support I may have given.

In conclusion I thank you for the opportunity of writing on behalf of our position and would like to say that the by-law will pass not only because of its supporters in the first place but because the opposition are to my mind in an impossible situation in as much as they have no constructive alternative which will cost less and fill the bill to the satisfaction of the Municipality of West Vancouver.

There is no disgrace in changing one's mind and if one attends with a perfectly open mind devoid of personalities and with confidence in your representatives, then I have no fear at all that there will be a heavy majority in favor of the by-law on January 14th.

After all has been said and done why PAY more for less when you can GET more for less money.

Criticism of an adverse nature has been and is being sedulously formulated throughout our municipality on the recent action of council whereby a four-fifths majority of the Council decided to re-submit for the reconsideration of our ratepayers the Marine Drive and Bridge by-law.

Adopting the most liberal view possible, and assuming that these critics are bona fide and are in no way actuated by any ulterior motives, is it not permissible to ask: "Had they been in the councillors' places could they have acted otherwise? When it is remembered (1) that the majority of the votes cast in October were in the affirmative, and that notwithstanding the intensive campaign of misrepresentation that had been waged against the passage of the by-law; (2) that on reconsideration and carrying of the by-law by the ratepayers at the January elections the necessary appropriation of \$220,000—the Provincial Board of Works fifty per cent contribution—would be placed in this year's Provincial estimates and passed by the Legislature at its January session, thereby enabling the proposed work to be started early this year. (3) Prompt co-operation with the Department of Public Works at Victoria was advisable while it was in this generous mood (and Mr. Editor, \$220,000 is some token to be handed to the Baby Municipality of Greater Vancouver) and it was figured no opportunity should be missed to avail ourselves of this handsome donation for our municipality when one considers the many and insistent claims of the many and other municipalities in the Province.

Had Council interpreted the October vote as decidedly in opposition to the proposed scheme, it would have been justified in putting this matter aside and allowing the Municipality to continue this ruinous maintenance arrangement of a forty-sixty per cent.

The cost to the ratepayer of the permanent road and single steel span bridge will be less than five mills, or a little less than five dollars on one thousand and assessment.

These, Sir, are the chief reasons which influenced the Council in deciding to re-submit the Marine Drive and Bridge by-law at the January elections.

If the adverse criticism of the Council's action is to be sustained; the result of the poll on Election day will amply demonstrate it. Our residents and ratepayers will have every opportunity during the coming week to hear this great question (a question the forthcoming decision on which is fraught with such vital consequences to West Vancouver) debated from every angle; and, having heard—as good West Vancouver citizens it is their bounden duty to do—tocaast their votes on polling day as their respective matured judgments shall conscientiously dictate.

## NEW TREASURER FOR NORTH VAN. CITY

Henry R. Straw of North Vancouver, was appointed treasurer to succeed C. R. Lane at a meeting of the North Vancouver City Council Tuesday night.

The treasurer reported that expenditures of the various committees for the year amounted to \$183,900. The estimates were \$183,900.