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GAOL FOR THE RECKLESS MOTORIST

A committee of the Vancouver City Council recently endorsed the general principle of legislation to protect more adequately life and limb from motor accidents and to make greater security for financial responsibility.

West Vancouver is very much interested in any such legislation owing to having a trunk highway, Marine Drive, running through its midst, which is used by thousands of motorists from all over the continent.

The increase in the average speed at which cars travel has been very marked during the last few years. The auto has been so improved that, whereas in the past it was uncomfortable to go faster than thirty or thirty-five miles an hour, speeds of forty and fifty miles an hour and over can now be maintained without any swaying or bumping.

This, of course, has spelt increased danger for both motorists and pedestrians, and the annual death toll on this continent from motor accidents is appalling, especially among children.

The Vancouver committee discussed the new Financial Responsibility Act of Ontario which they considered a step in the right direction. The chief aim of this Act is binding reckless drivers to a set responsibility and steeply increasing rates against them in case of succeeding accidents, to be carried to the point of barring them from the highways unless they meet obligations.

We believe that this is an entirely wrong method of tackling the problem. The reckless or drunken driver is just as big a public menace as a man-eating Bengal tiger. One is only safe so long as one keeps out of his way, which is not always possible for motorists and pedestrians.

Every reckless driver is a potential "killer." Any such are well known in the community in which they live for their reckless way of burning up the roads. There is only one cure for them. That is gaol. And it is best to administer that sentence at the first opportunity, not for themselves, since they have a perfect right to break their own necks, but for the safety of the travelling public as a whole, both motorists and pedestrians.

WHY THE DELAY ?

Another week has passed and the impossible situation created by the Second Narrows bridge fiasco still remains unchanged. The North Vancouver ferries are doing a thriving business while making a gallant but entirely inadequate attempt to handle a traffic which regularly swamps their best efforts. Meanwhile everybody else on the North Shore is suffering—in silence at present. But that silence will be broken soon in no uncertain manner unless some action is taken quickly to remedy the situation.

The question of just what can be done and what ought to be done in the way of permanent repairs may take some little time to decide. The tenders recently opened for this work called for sums exceeding the money at the disposal of the bridge company.

The provision of some adequate means of temporarily and effectively handling the traffic until the bridge repairs are made is, however, an entirely different matter. It is one which requires quick action, and yet an impasse seems to exist here too. The auxiliary ferry boat, about which we have all heard so much has become so swathed in the red tape of both countries that she has been reported sunk with all hands at Seattle. From all accounts she is not likely to rise again very quickly unless all the officials concerned are transferred to Vancouver and have their homes on the North Shore. And that's that, and it is very unsatisfactory for all concerned.

It appears so far to have escaped the attention of those in authority that there are over 20,000 people on this North Shore, and very large business interests. THEY ARE ALL PAYING THE PRICE. Furthermore it cannot be supposed that they are going to sit with folded hands much longer and let their interests gradually disintegrate. The Seattle ferry boat appears to be a washout for all practical purposes, but there must be other boats of some kind in B. C. which could be used or commandeered. Why is no effort being made to get them, since boats seem to have been decided on as the solution?

Personally, we are of the opinion Mayor Malkin's suggestion—incidentally we suggested it at the time of the bridge accident last spring—of a temporary structure to fill in the gap is the only real way of adequately handling the traffic. It is possible and it may be expensive, but the welfare of over 20,000 people justifies that expense. So far as the protest of the tow boat section of the Merchants Exchange against this is concerned, it is the greatest piece of impertinence perpetrated on this coast for many a long day.

In conclusion, we ask again how much more time is going to elapse before some additional means is found of handling traffic across the Inlet? There are 20,000 people on the North Shore asking that question and they have the right to expect an answer.

WE WANT THE FIRST NARROWS BRIDGE.

WEST VANCOUVER CHORAL SOCIETY

We wish to give our readers preliminary notice of the first concert of the season to be presented by our Choral Society on Monday, November 24th.

It is predicted that this concert will surpass anything previously attempted by the Society and will establish a new record for musical artistry.

The men's section will be very well supported and one or two contributions specially selected with a view to giving members of the lower register full scope to display the quality they possess.

One item in particular entitled "The Handorgan Man" whilst possessing merit from a musical standpoint is full of humor and will be one of the outstanding contributions at the first concert.

We are asked to announce that no new members will be admitted after Monday, the 13th inst., as it is the desire of the conductor, Mr. Haydn Young, to avoid any possibility of discordant notes being detected during the performance.

It has been arranged that where Associate Members require only one ticket for each performance the fee shall be \$2.50 for the season. Associate membership is open to all residents of West Vancouver.

FINE ART CLASS TO BE STARTED HERE

A fine art class has been established in West Vancouver, which is meeting on alternate Saturdays in the various members' homes in turn.

Instruction is given in landscape and still life in oil and water-color by Miss Bessie Adelaide Fry of Columbia College, New Westminster, who is in charge of the class. Miss Fry is a well known artist, some of her water-colors having been purchased by the Duchess of Devonshire and Lady Byng, while an oil painting of the Gulf of Georgia was recently acquired by the committee for the new Normal School in Edmonton. Last summer Miss Fry was in charge of courses in oils and water-colors at the Edmonton Summer School session.

Those interested are asked to phone Miss Gertrude Lawson at West 55.

SKATING CARNIVAL AT HOLLYBURN ROLLER RINK

A grand fancy dress skating carnival will be held next Wednesday evening, October 15th, from 7:30 to 11 p. m. in Hollyburn Roller Rink at 17th and Bellevue.

The sum of \$25 is being given in cash prizes made up as follows: best dressed couple \$10.00; best dressed lady, \$5.00; best dressed gentleman, \$5.00; best comic costume, \$5.00. The admission, which includes all charges, is 50 cents for gentlemen and 35 cents for ladies, and it is not compulsory to come in costume.

An invitation is extended to spectators to come and enjoy the fun, the admission for them being 25 cents.

An advertisement relative to this appears in this issue.

WATER BONDS SOLD AT 101.061

Five tenders for the purchase of the \$165,000 debenture bonds authorized by Waterworks By-law No. 49 were opened at Monday evening's council meeting. Particulars are as follows:

Reed Henderson, bid \$99.801; total \$164,671.65; discount \$328.35.

V. W. Odum, bid \$100.051; total \$165,084.15; premium 84.15.

Royal Financial Corp., bid \$100.251; total \$165,414.15; premium 414.15.

A. E. Ames & Co., bid \$100.81; total \$166,336.50; premium 1,336.50.

Pemberton & Son, \$101.061; total \$166,750.65; premium 1,750.65.

The tenders were referred to the finance committee with power to act. They later accepted the tender of Pemberton & Son.

NIGHT SCHOOL CLASSES

The board of school trustees are disappointed in the number of those who enrolled on the opening night in the commercial and dressmaking classes, and, unless a substantial increase takes place, it will be impossible to continue them.

It is hoped that the board will not be forced to take this action. The instruction given is of the very best, and is not surpassed at any school in the city.

It is also a great convenience to our residents desiring instruction to be able to obtain it locally, as otherwise it would entail their either staying in the city after finishing their daily work or taking an additional trip to and fro in the evening to attend night class.

It is to be sincerely hoped, therefore, that the additional number of students necessary will enrol with as little delay as possible, so that the commercial and dressmaking classes may be continued.

FERRIES SHOW OPERATING SURPLUS \$4,348.24

According to the auditors' report presented to the council for the eight months ending 31st August this year, the municipal transportation system showed an operating surplus of \$4,348.24 for that period. Ferry fares totalled \$56,709.05 as against operating charges of \$39,926.69 while bus fares totalled \$13,577.06 as against \$12,793.42 for operating. This does not include an approximate charge of \$14,000 for depreciation and debenture interest.

WEST VAN. CONSERVATIVES TO HOLD PRIMARIES

The West Vancouver Conservative Association will hold their primaries to elect delegates at the Fortune Cup Inn next Monday evening, 13th October, at 8 p. m. These delegates will represent the Association at the nominating convention to be held in North Vancouver, when a candidate will be chosen to bear the Conservative banner in the forthcoming provincial by-election. Every member is asked to make a point of being present next Monday night.

COMING EVENTS

31st October—Duncan Lawson Chapter, I.O.D.E., Annual Hallowe'en Dance (Masquerade optional).

19th November—West Vancouver Orchestral Society's first concert.

24th November—West Vancouver Choral Society's concert

WATER WORKS CONSTRUCTION

Any West Vancouver residents desiring to work on the new waterworks construction may call at the municipal hall and sign the application forms there.

An advertisement relative to this appears in this issue.

BASKETBALL TOURNAMENT TONIGHT

A basketball tournament will be staged tonight (Friday) at 7:30 o'clock sharp in the Inglewood auditorium, the proceeds of which will go towards securing grass hockey equipment. There will be three games; first junior high A vs. junior high B; second, the senior high girls against the ex-high girls, while the third game will be between the senior high boys and the ex-high boys. Admission, adults 25 cents, children 15 cents. An advertisement relative to this appears in this issue.

\$100,000 LOAN FOR SPAN JOB

If the municipalities interested in Second Narrows bridge can provide satisfactory security for a loan of \$100,000 to be expended on repairs to the recently damaged span, Vancouver Harbor Board will consider advancing the money.

Announcement to this effect was made at the conclusion of a conference yesterday morning between members of the Harbor Board, Reeve J. B. Leyland represented West Vancouver.

COUNCIL NOTES

A letter from Crawford-Harris Ltd. regarding advertising the district was referred to the incoming council.

At the council meeting on Monday evening the preliminary steps necessary for the abolition of P.R. were taken by the council.

R. Bartle, who previously had applied to the council asking for permission for a re-subdivision of D.L. 555-27-1, and had been refused, wrote again requesting this privilege. He was informed that the council adhered to their former decision.

The following matters were referred to the engineer by the council:

1. Mary E. Morrow — Water pipe at 2980 Mathers frozen every winter. Power to act.

2. E. Hope Bacon, Boulevard debris 26th and Lawson. Power to act.

An expenditure of not over \$25.00 was authorized by the council on repairs to Bellevue Avenue, between 14th and 15th Streets as applied for by R. Hartley.