

# Local Branch

## Is Formed

### Victoria District Good Roads Association Established Last Night.

#### Committee Appointed to Further the Objects of the Organization.

A meeting of the Good Roads Association was held last night in the board of trade rooms, for the purpose of forming a Victoria District Good Roads Association in conjunction with the Provincial Good Roads Association. There were present: D. R. Ker, H. Cuthbert, J. Jardine, Capt. Black and H. Webb. On the motion of John Jardine, the following were appointed as a committee to further organize the association: H. Cuthbert, J. Jardine, Capt. Black, H. Webb, W. H. Bone, J. Fullerton and P. C. Macgregor, for Victoria; Watson Clark, Oaklands; Frank Sere, Cedar Hill; Dr. Tolmie, Mount Tolmie; J. Jardine, Esquimalt; J. Shaw and H. Bazantson, Colwood; Edward Clark and H. Shirley, Otter Point; W. R. Stuart, Hatley Park; W. Fisher and H. Field, Metchosin; Edwin John, W. Johnson and M. Mitchell, Saanich; Jas. Phair, Goldstream, and E. Milne and J. Moore, Sooke.

The following letter, explanatory of the movement, and offering suggestions for good roads being secured, was received from Capt. Black:

"As many people do not seem to properly understand what is desired, a few words will not be amiss.

"As I have had over 30 years' experience on the frontier, and more or less connection with road and trail making, and opening up a new country, in both Canada and the United States, I feel that I may be able to make a few suggestions.

"1. All political parties should unite and impress upon the government of this day the important necessity of leaving politics out of the question in making appointments for road purposes, and to employ the best men available, irrespective of party.

"2. Divide the province into counties, counties into townships, and incorporate them into municipalities, with power to raise money to build roads within the separate municipalities.

"3. Appoint a competent civil engineer for each county, to have full charge of all roads in his county; make surveys and locate all roads and trails; superintend the expenditure of all moneys pertaining to roads in the county. The salary should be sufficient to secure competent men.

"4. Section men should be employed continually on all main roads, every five to ten miles, to keep the road in repair.

"5. In opening up new countries, by trails or roads, the first thing to be done should be the survey and location of the line in the best place possible, for grades, etc., in just the same way as if laid out for a railroad line.

"6. The main roads to be built and maintained by the provincial government; all the other roads to be built at the expense of the municipality.

"We will now suppose that all the above systems are in force in the province, and that the government have granted enough money to open a pack-trail in some new portion of the province, to be a mining camp, for instance. The first thing to do would be for the government to give instructions to the county engineer for the district, advising him of the amount appropriated, and to proceed and make the surveys.

"The engineer would, after making the survey, figure out how much he could do with the grant, and he would then see if he had sufficient to cut a pack trail, bearing in mind that at some future time it would be necessary to build a wagon road on this same line. Hence the necessity for a careful survey as regards grade, etc. All that could be done the first year would be the locating and cutting out the trail, say 10 feet wide.

"The second year a further grant should be made, and after figuring out what he could do with the appropriation, he could conclude if he had enough to cut the timber out, say 20 feet wide, and put in a ditch on the upper side.

"The third year a further grant was made, sufficient to grade the road into a wagon road, and then section men should be appointed. After this should come the macadam. Of course, the better way would be to do all this in one year. We will suppose that a settlement is formed on this road, enough settlers to be incorporated into a municipality, and they wish to build some branch roads. They should have power to borrow money for this purpose, on the credit of the municipality. The municipal authorities would inform the government, asking them to instruct the engineer to make the necessary surveys, and see to the expenditure of the money.

"Compare this with the system at present. A grant is made by the government of the day for a road or trail. The money is handed to John Brown, general merchant, Sleepy Hollow. A number of his customers, who owe him money, are employed at the highest possible rates; one is appointed foreman; he is a good fellow, but knows very little about road making. These men have pay to make, and the roadwork must be put off till that is done; consequently the work is done late in the fall, shoveling snow and mud on the road while traffic is going on, making the road far worse than before.

"The next year, John Smith, another supporter of the government, thinks he ought to have a show. He employs men, and goes through the same performance, with the difference that his foreman thinks it is the chance of his life to im-