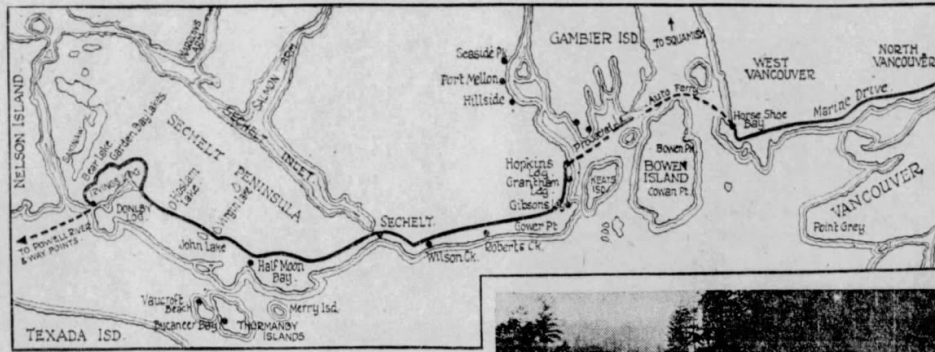


A Ferry for Howe Sound?



By HUBERT EVANS.

A MOTOR car ferry across Howe Sound within twelve months! Such is the aim now of those interested in this latest addition to the list of delightful motor tours out of the city of Vancouver. And when it is fulfilled, 100 miles of superb coastline will be made accessible for motorists.

What an inviting country it is. Forest-fringed sandy coves sheltered from the open Strait by rugged buttresses of rock; a score of lakes, some of which empty directly into the sea; miles of well-graded roads winding beneath the cool cathedral arch of evergreens—all of it a country which up to the present has been known only to the exploring few of Vancouver's population.

To anyone acquainted with the territory in question, the only wonder is that a motor car ferry across Howe Sound has been so long in coming. With bathing beaches adjacent to the city already overcrowded, there is actual need for such extension of recreation spots beside the sea. Crescent, White Rock, Boundary Bay—one need only visit any of these on a summer week-end to see how welcome the unspoiled beaches along the open Strait of Georgia would be to city dwellers intent on holidaying.

NOT A NEW IDEA.

This idea of such addition to the highways radiating from Vancouver is no new one. For years the government has been preparing for it, has been building roads along the proposed route which is to one day connect Powell River with Vancouver.

Though the primary purpose of these existing roads is to serve the growing settlements in what is known as the "Sunshine Belt" of the lower coast, they have been admirably located for linking up into one through highway. Between Hopkins Landing, directly across Howe Sound from Eagle Harbor, and Sechelt there already exist approximately 100 miles of gravelled roadway in excellent condition. A new link has been undertaken in the Halfmoon Bay district, immediately adjoining this on the west; and in the vicinity

of Powell River is a growing mileage of roads in constant use by the hundreds of motor car owners in that community.

Public bodies, such as the various Farmers' Institutes along the route, the Automobile Association at Powell River and the municipal bodies in West Vancouver, are working with steady enthusiasm for the installation of the Howe Sound ferry. Already there is convincing evidence that both provincial and federal governments are taking a lively interest in the scheme. And the local members in both legislatures have promised wholehearted aid. When the day comes and this concerted effort brings the plan to completion, the Vancouver public will ask itself why so magnificent a stretch of country has lain so long at its very door, neglected by all save the exploring few.

Present plans call for the erection of a ferry slip at or near Eagle Harbor, the extreme northern end of the Pacific Highway. The ferry is to be a new link between that highway and the existing road on the mainland opposite. From Eagle Harbor in a straight line it is about nine and



Above—Route of suggested auto ferry of Howe Sound. Below—The Mainland.

a half miles to Hopkins Landing, or slightly more to Gibsons Landing, the other western location for a slip which is being considered.

When the motorist leaves the ferry at either of these places, he is at the gateway of a playground unexcelled. Granthams, Gower Point, Roberts Creek, Wilson Creek, Sechelt and Porpoise Bay have for years been connected with a network of roads. Halfmoon Bay will be added to this system before the

coming winter, and much preliminary work has been done in the Penzance Harbor area, a country whose charming inlets and eleven fresh water lakes are already known to many who have made the journey there by water.

Even in this lower half of the district there is a seashore playground greater than the entire area at present accessible to Vancouver people by road. And the diversity of it! From Gibsons, Granthams or Hopkins landings, the view up Howe Sound is equally superb. And from Gower Point to Sechelt, shaded roadways afford lookouts upon great expanses of the open Strait, with the peaks of Vancouver Island and the snow spires of Strathcona Park against the western sky. Sea and lake and stream fishing, hunting, bathing in pure sea water beyond the brackish area at the Fraser mouth, walks along moss-grown skidroads, mountain climbing—these are a few of the delights awaiting the newcomer.

Ultimately the road might connect Powell River by means of a smaller car ferry located in a narrow reach of Jervis Inlet. North of this inlet roadbuilding will be unusually easy, for there are the grades of abandoned logging railroads ready to be surfaced for wheel traffic. And when this last link in the road flanking the Strait of Georgia is completed, Vancouver will have a driveway which even the Malahat can not excel, a stretch which will be a fitting terminal to the scenic splendor of the great Pacific Highway.



PACKING-HOUSES have finished making up apple boxes for this year's crop, and are working feverishly to get room for all apples so that they may be put in frost-proof storage by November 15. The box factory finished making boxes on November 3. As soon as logs are received the sawmill connected with the factory will start cutting for next season's box-making.

An inspection of the high road from here to Peachland, part of the Okanagan-Cariboo trail, now seems to assure the use of the upper road next summer. This will give a very fine scenic trip overlooking the lake, and the road will not be blocked by "slides," as it so often has been in the past.

THE Vernon branch of the Canadian Legion, which has been carrying on excellent work in this district steadily and unobtrusively, elected the following officers for the ensuing year: President, R. W. Ley; first vice-president, F. Barber; second vice-president, A. W. Jack; treasurer, G. C. Johnston; secretary, J. Mowat; executive, R. Ross Napier, G. Leek and V. Tonks. On behalf of the association, Col. R. Ross Napier, the retiring president, presented Mr. J. W. Mowat, who has been its secretary since organization, with a silver cigarette case as a token of appreciation for his many valuable services.

The 1st B. C. M. R. Badminton Club has commenced its season's activities, and the three courts in the Armory are being well patronized. Captain E. M.