

SMOULDERING FIRES

IT is very annoying, to say the least, to have to get on a street car when you have just started a nice post-Christmas cigar and realize that smoking is barred on such a public vehicle. So it isn't to be wondered at if you try to let the thing smoulder, in the hope that it will still be alight when you get off.

For some reason, the kind of cigar that the kind of man smokes who takes one into a street car is always the kind that grips our throat and makes us cough. How is it with other passengers? If we interpret public opinion correctly, this type of conduct does not make the cigar user popular.

Is it not possible for the man who starts a cigar to foretell his actions during the next half-hour as regards riding in street cars? We would hardly put it down to accident that they suddenly decide to get on a street car and find themselves by chance smoking a cigar they don't want to put out.

Smokers, why not pull the usual gag, "I'll smoke this one after a while," when you know you're going to get on a street car?

Dangerous Curves

Granddaughter: "Girls were harder to kiss when you were a young man, weren't they, grandpa?"

Grandpa: "Mebbe so, mebbe so, but it wasn't so blame dangerous. The old parlor sofy wasn't apt to smash into a tree jest about the time you were all set!"

LULU ISLAND LINE

TWO additional trains have been put in operation on the Vancouver - Steveston line. The schedules are: Leave Davie street 5.30 a.m.; leave Steveston 6.30 a.m. for Vancouver. Leave Vancouver 6.30 p.m. for Steveston; leave Steveston 7.30 p.m.

WHERE TO GO

TAKE a trip on the inter-urban from Vancouver to New Westminster on a sunny morning. See the view of Lulu Island and the Fraser River spread out like a map below.

Return by way of the Burnaby Lake route, which is an entirely different brand of scenery.

Travel by street car to the suburbs and see the building activity. Keep track of your city's growth.

Hiking on North Shore mountains is a healthful and stimulating pastime. Go in parties and get back before dark. Take the ferries to the North Shore and ride in the street cars to the foothills. Our booklet, "North Shore Hikes," will guide you.

Visit Stanley Park. See the animals at the zoo; stroll through the trails or take a brisk walk to Prospect Point.

The only thing more irritating than a "No parking" sign is seeing another car parked there regardless.

Transportation is a community necessity — imagine this city without it.



The Buzzer

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The Trail of '98

Relic of thirty-one years ago discloses extent of Vancouver then

ONE of our old-timers was cleaning out his desk the other day to see if any twenty-dollar bills had been tucked away and forgotten. That, at any rate, is the explanation he made to us. We have an idea he was looking to see if he had failed to destroy any incriminating love letters that might fall into wrong hands.

People are always taking the wrong meaning out of things, and if a fellow is confronted with a package of letters, done up in pink ribbon, what chance has he to explain that they were from his favorite niece?

We don't know whether his explorations were successful in this respect, but in the process he unearthed some relics of a by-gone age.

One was a wrinkled sheet of yellowed paper, dated April, 1898, when, it seems, Vancouver had a population of 22,000 souls. These were the city assessor's figures, but we suppose they were unduly conservative, and



more progressive spirits of the times must have declared that Vancouver had at least 29,000 inhabitants.

The sheet disclosed the vast amount of business done by the B. C. Electric in those days. We can imagine the proud possessor of this record gloating with pride over it. So now, for the sake of posterity, we reproduce it: April, 1898.

Public Buildings Lighted
 Court House.
 City Hall.
 City Police Station and Jail.
 High School.
 Customs House.
 City Hospital.

Public Library.
Central School.
Three Fire Halls.

Churches
First Presbyterian.
Mount Pleasant Baptist.
Mount Pleasant Methodist.
St. Andrew's.
Y. W. C. A.
Japanese.
St. James'.
Catholic.
St. Michael's.
St. Paul's.
Alexandra Orphanage.
Salvation Army Shelter.

Banks

Bank of B. N. A.
Bank of British Columbia.
Bank of Montreal.
Imperial Bank.
Merchants' Bank of Halifax.

**Canadian Pacific Railway
General Offices.**

Wharfs (incandescents and arcs).
Depot.
Local Freight Sheds.
Workshops, Stores and Round House.

Assistant Superintendent.
Branch Telegraph.
Union Steamship Company's wharf.

Evans, Coleman & Evans' wharf.
B. C. Mills Timber & Trading Co. — Hastings Mill branch.
British Columbia Ironworks.

Clubs

Vancouver Club.
Burrard Boating Club.
Metropolitan Club.
St. George's Society.
St. Andrew's and Caledonian Society.
The News-Advertiser.
The World.
Daily Province.
City Music Hall.
Dunn Hall.

Other customers, 993.

Power Customers

| | |
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| Machine Shops and Foundries | 3 |
| Breweries | 2 |
| Butchers | 4 |
| Carpenters and Contractors | 3 |
| Printers | 7 |
| Feed Choppers | 2 |
| Ore Crusher | 1 |
| Sawmill (cutting fire-wood only) | 1 |
| Elevators (freight only) | 4 |
| Coffee Roaster | 1 |
| Barber Shop | 1 |

Total 29

Think of it! We had 29 power customers in 1898. Today we have 2550. If that doesn't prove Vancouver's growth, we don't know what does.

ONE WEEK MORE

ONLY one week remains for sending in designs for a front-page heading for THE BUZZER. We are offering \$25 as a prize, for which either professional or non-professional artists may compete.

The heading, when reproduced, must not be more than two inches deep and it must be in line etching, not half-tone. The competition closes at 5 o'clock, Friday, February 22. Send your designs to Publicity Department, Room 303, B. C. Electric Building, Vancouver.

"The Firefly," a musical comedy by Friim, will be produced by the Vancouver Kiwanis Club in the Vancouver Theatre, February 26 to March 2. Proceeds will be devoted to Kiwanis underprivileged child movement.



PUBLIC UTILITIES MUST BE UNDERSTOOD

WE often hear people say: "Oh, that's some more B. C. Electric propaganda!" Well, what of it? The only thing wrong with the remark is the insinuation put in the word propaganda. If the other fellow says it, it's propaganda; if you say it, it is truth.

Every public utility company has to keep informing the public about its business. That is the only kind of "propaganda" we use. But the criticism is so general that we came across some remarks made the other day by Preston S. Arkwright, president of the National Electric Light Association, which express what we have in mind better than we could do:

"Our business is peculiarly subject to public favor or ill-will, and is regulated and controlled everywhere by commissions, city councils, legislatures and juries. Their attitude is influenced by prejudice which arises largely out of unfamiliarity with the business. We therefore should acquaint them with the business. If we are going to perform our public duty, we have got to expand every year. We have got to get the money for expansion from somebody else, and we can't get it if the community is prejudiced against us. So it

is our business to see that the industry is understood, for one reason so that we can get the additional finances we need in order that the public may benefit in better service at a smaller cost. That is only one of the benefits from public relations. We want the public constantly to benefit in better treatment, greater consideration, more universal service and economical rates."

WHAT'S THE HURRY?

A LULU ISLAND train was approaching the Davie street station recently and a crowd of passengers was waiting to board it when it stopped. One smart fellow, keen on getting a seat before any ladies could board, jumped on the step of one of the cars before it stopped, but, as the door was shut, he could not get inside. Accordingly, he hung on the handle and was carried into the crowd of passengers.

To make matters worse, he was carrying a sack filled with some heavy things, and this sack, projecting from the car, struck a woman standing in the street. She escaped with only a severe headache that night.

Everybody doesn't read THE BUZZER, and we don't suppose it is any use suggesting to such a man that it would be better manners to allow the ladies to board. But we are in hopes that our request that passengers do not board until the car stops does not fall entirely on deaf ears.