



B.C. Electric
EMPLOYEES MAGAZINE



V-E DAY . . .

is a marking-point in the history of World War II. Soon now, Canadian fighting men, who have distinguished themselves on every battle-front in Europe will return home. But behind them, these will leave many who have given their lives in the struggle against Nazism.

To many in our B. C. Electric family, V-E Day is a sad milestone along a road they must travel with one less traveller to make the way an easier, happier one.

So at this time, all in the company's service pay tribute to comrades who have fallen in the field of action. And to those families who have suffered bereavement—may we pledge all our vigor, all our energy, and all our will that these sacrifices shall pave the way into a safer, better world ahead.

MAY 1945

The President's Message

In keeping with a promise which I made at the annual general meeting of the B. C. Power Corporation held on April 26, I am particularly pleased to convey to you at this time the terms in which a vote of thanks to the employees of the company was moved and seconded by two of our directors.

In moving this vote of thanks, George T. Cunningham of Vancouver used the following words:

"I think it would be appropriate, at this time, to make a reference to the officers and staff of the company, those thousands of men and women who, in years gone by, have done so much to make this record of achievement possible. I think we, the shareholders, and the public, too, would like them to know that we do appreciate the assistance they have given. I would like them to know the company is on the march. It has high hopes and aspirations. We hope they will be partners with us, in this forward movement, in the years to come. I would like, at this time, to move a hearty vote of thanks to the officers and staff."



The motion was seconded by J. H. McDonald of New Westminster, as follows:

"It is a difficult time for the employer, and is a difficult time for the employees, and I think, considering all the facts, there has been wonderful accomplishment in the past year, as well as in the previous years, and I share with Mr. Cunningham in the expression of hope for the coming years."

If I merely repeated the words of these two directors without comment, I feel that I would not be dealing with the matter adequately. As president of the company, I have often thanked the employees for their efforts in the multifarious activities they are engaged in. In this case, however, the thanks come from a more ultimate source, namely, the owners of the company, the shareholders, through their representatives, the directors. There is, of course, no distinct line of cleavage, for many employees are also shareholders, just as many of the public we serve are shareholders. This emphasizes, I think, the common interest we all have in the success of our company, and I think the directors who moved the resolution must have had in mind, what is indeed a fact, that so many of our employees take a keen interest in the welfare of the company beyond the sphere of their particular duties.

The well-being of the company and the well-being of the employees are on a common basis, so that it is particularly fitting that when an occasion arises when these two interests are linked together in their appropriate relationship, it should be brought to your attention.

I took the opportunity of thanking the directors for the remarks which they made on your behalf.

A handwritten signature in dark ink, appearing to read 'C. L. Arnering'. The signature is fluid and cursive, written in a professional style.
President.

As Goes the Industry

Current highlights in the field of public utility operations

WHAT'S AHEAD for transit during the next year is a matter for conjecture, but it seems likely, first, that the peak of traffic has been reached, and, second, that there will be comparatively little relief from the private automobile for a year or two.

George S. Gray, transit controller for the Dominion, was in Vancouver recently and said that traffic was levelling off, and that what increases that would take place this year would be only slight. Traffic apparently will remain high for some time to come because war industries at the coast at least are not likely to be affected until the Asiatic war is ended.

As to the future, it will be a long time before the automobile manufacturers are engaged on private cars. Some Canadian manufacturers are turning out commercial trucks, but these will take all their time this year, and word from Detroit is to the effect that U. S. manufacturers will not make passenger cars until the end of the Japanese war is in sight. Some measure of relief will be obtained if and when the gasoline ration is increased, as is expected after V-E Day, but there is still a scarcity of rubber, and this will more and more become the governing factor.

★

FARM ELECTRIFICATION has become one of our catch words, a phrase that is glibly tossed about without a thought as to its meaning. Actually, electrification means the converting of all the operations on a farm to electric drive, but the popular idea is that it means merely bringing electricity to the farm, and no more.

The *Electrical World* expressed it the other day when it said:

"Rural electrification is not an end to be worked for. It is only a means to an end, a means that must be joined with many others if the end is to be achieved. It is to raise rural up to the level of urban living in terms of freedom from household drudgery, and to improve and increase farm production in the same way industrial production has been improved and increased.

"Because the means was confused with the end, because rural electrification was regarded simply as the job of making minimum electric service available to the rural population, the real purpose has suffered. We say 'minimum' electric service because that is actually what it has turned out to be very generally. Hundreds of thousands of rural homes and farmsteads have been wired inadequately; conductors of insufficient capacity and transformers too small for potential loads characterize mile upon mile of rural distribution lines. Too many thousands of farmers, with and without electric service, look upon it as a luxury to be afforded; too few thousands know it as a productive tool they can't afford to be without. For too long electrification has been regarded as a boon to be brought to the rural population."

As with city customers, electrification merely begins with the connection to the power com-

pany's system. The real criterion is the wiring and the appliances the customer can afford and does buy. Too often the low consumption of kilowatt hours is blamed upon the rate for current, whereas it is the ability of the customer to lay out the capital for the current consuming devices that really matters.

★

HERE ARE some pithy sentences from an article by Tom P. Walker in a recent issue of *Public Utilities Fortnightly*. It should be remembered that any figures refer to the United States:

"The average 27,000,000 residential customers average only a \$3.50 purchase of electricity each month.

"The butcher, grocer and corner drug store each sell more on an average to the families they serve.

"If the electric industry were relieved of all taxes, there could be a flat cut of 24½ per cent in charges now made.

"The taxes the industry pays represent about 65 per cent of the total amount collected from all its residential customers.

"On an average, residential customers now get twice as much electric service for their money as they got only 15 years ago.

"Investment per employee in our business is about \$70,000, about ten times the average for all industry."

★

WE SELL kilowatt hours measured by, what is to the layman, a mysterious black box hidden in the corner of the cellar or attached obscurely on the outside of a residence or store, continues Mr. Walker.

"Kilowatt hours cannot be dramatized easily, because no one ever saw one, and the very name repels attention. While they can be measured out unit by unit, as are oranges or bottles of beer, they cannot be tied up in bright colored packages or delivered on a fancy platter. The monthly bill, frequently the only reminder that the electric company exists, covers a service which started as many as six weeks previously, just about the time you threw the big poker party which you have now forgotten. It includes the cost of all your lighting, radio entertainment, and refrigeration, perhaps the cooking, hot water heating and oil burning operation. It toasts the bread, sweeps the floor, powers the razor and the clock, and keeps the blanket toasty warm.

"If when that bill comes, the customer would mentally subtract 25 per cent to represent taxes we are collecting from him, for the government, then divide the balance by all the jobs it has done, he would get a ridiculously small cost per item."

It should be added that in Canada there is a further eight per cent sales tax which is not part of the cost of service.

J. L.



★

MAY, 1945

VOLUME 28

NUMBER 2

★

JAMES LIGHTBODY
Editor-in-Chief

W. E. McALISTER
Managing Editor

T. R. MYERS
Associate Editor

★

This magazine is published on the fifteenth of each month by the B. C. Electric Railway company at Vancouver, B. C., and is devoted to the interests of the employees of the entire company. All material for publication should be addressed to the editor, and should reach the office by the end of the month. Editorial offices: 425 Carrall street, Publicity department, Room 303, Vancouver, B. C.

SHAPE OF POWER TO COME

Extract from address of W. G. Murrin at annual meeting of shareholders of
B. C. Power Corporation, April 26.

★ With the war in Europe nearing its end, the duty of forecasting as accurately as possible the requirements during the next few years of the territories we serve is of supreme importance.

★ There is no certain source to which we can go for the information necessary to make such a forecast. In spite of the uncertainty, however, conclusions have to be drawn and plans made in accordance with these conclusions. In this process the company has spent upwards of three years carefully gathering and analyzing all available information, so that its post-war program may be as sound as possible.

★ It is not necessary for me to point out the great difference which exists between wishful thinking and responsible planning in the light of all the financial and customer considerations involved. Take, for instance, the matter of power development in preparation for estimated needs. We are bound to plan for an adequate power supply to meet anticipated development, but, on the other hand, expenditures in this direction too far ahead of the time when revenues will be available to support such expenditures would not only add to costs of service, which the consumers would eventually be called upon to pay, but would be contrary to sound finance and destructive of that confidence which is necessary in the money market to assure future capital requirements.

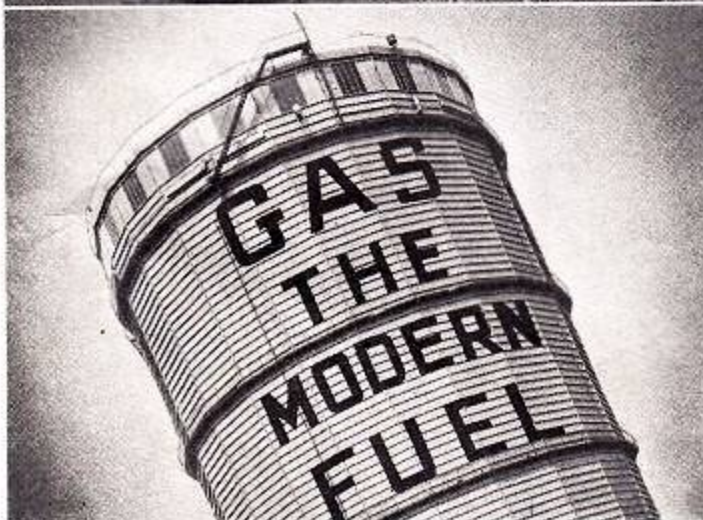
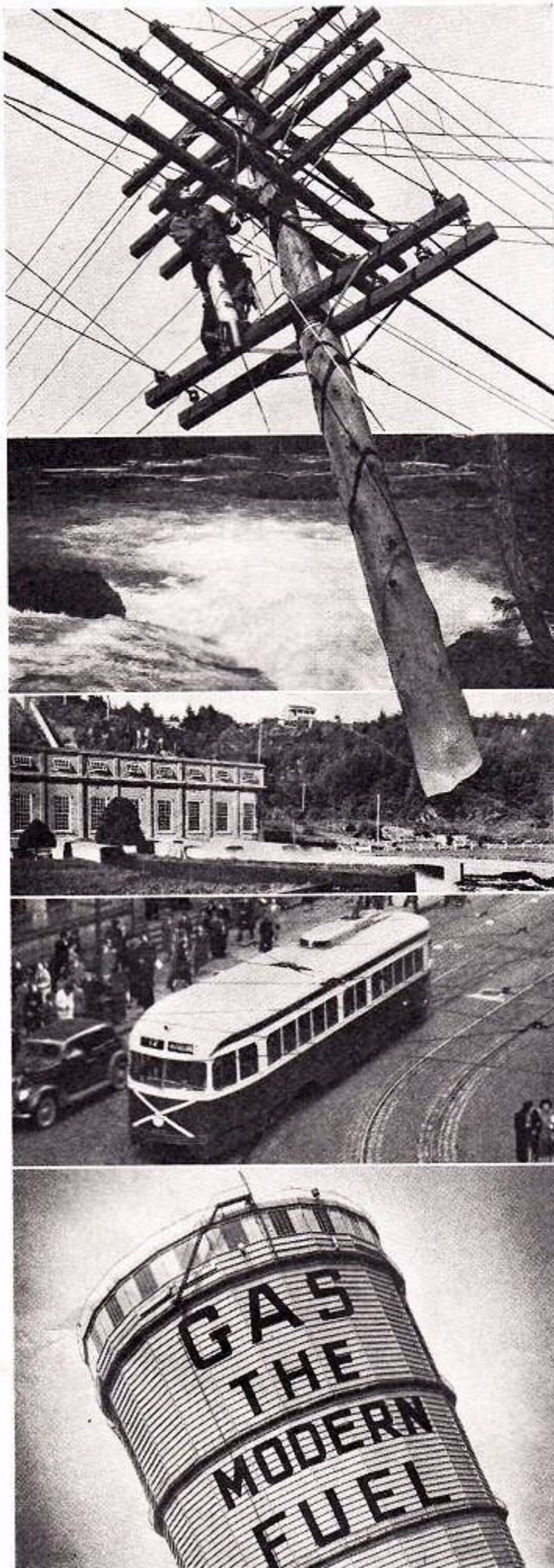
★ At the beginning of the war we had a large surplus of power which would, under normal conditions, have been ample to meet our requirements until the present time.

★ The shortage which occurred last year, and which resulted in a measure of rationing, was the direct result of a two-year record low precipitation throughout our territory, superimposed upon a largely augmented war demand.

★ Such new power plants as have been built in Canada during the war years have almost invariably been built as war projects with appropriate priorities for material and labor, and the government authority behind to implement these priorities. The financial requirements for the building of these plants have also received special treatment to take care of the unusual conditions surrounding these projects.

★ Increased power development within our territory has not been considered as a war necessity. Priorities applied for some years ago were refused because of the more urgent need of men and materials elsewhere, and, later on, when priorities might perhaps have been obtained, the shortage of men and materials, which has continued to the present time, and will continue for some time to come, made the building of additional generating capacity unfeasible from a practical point of view.

★ Our load is still increasing, and while we probably shall be able to carry the increase by the full employment of our plant facilities for this year, the figures of such increase do not indicate that we can safely take any chances on next year's requirements, still less on the requirements for the subsequent years covering the minimum period during which the Bridge River project could be brought into use. Under these circumstances, we made application for a temporary supply of power from the Bonneville administration which would serve to take care of all eventualities until power from our own development might reasonably be completed under conditions in the best interests of everybody concerned, particularly those of our own consumers.



★ No one is in a position to authoritatively state that increased demands for power will not have to be faced in the reasonably near future, and we certainly cannot take the responsibility of making such an assumption. The only source from which such power is available is Bonneville, and with the necessary approvals from British Columbia, we still have to obtain the approval of the United States Government before the proposed contract with the Bonneville administration can become effective. The necessary construction work will probably take 15 months from the time of such approval. It is our hope that the British Columbia approvals may be obtained with as little delay as possible, as this is the starting point before any final negotiations can be entered upon with the United States authorities.

★ While the power connection north and south of the line would have an all-time value for emergency supply in either direction, it will be understood that the immediate need for the present application is to tide over that period

which will ensue until the Bridge River plant can be completed. . . .

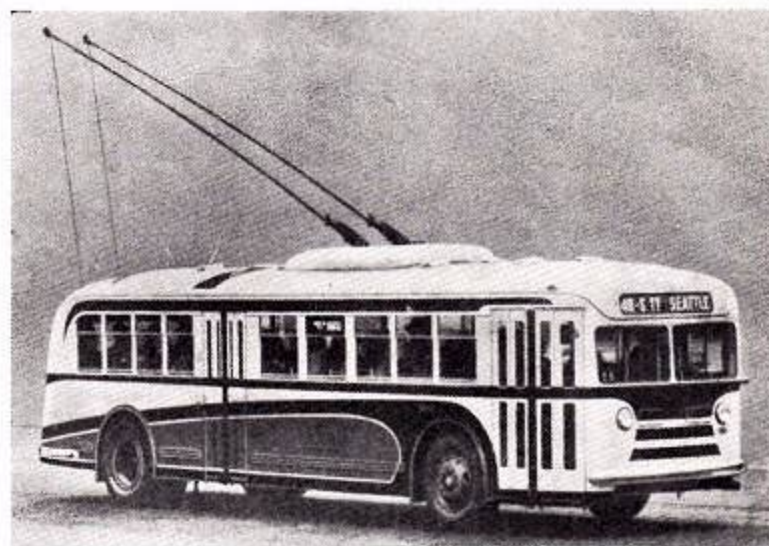
★ Studies in preparation for the rehabilitation and remodeling of our transportation facilities in Vancouver and Victoria have for some time past been in progress, and work on the engineering details and design of the installation, which will probably consist of three 45,000 kilowatt units at Bridge River is actively proceeding. Plans for the enlargement and modernization of the Lower Mainland distribution system have been made. The first portion of this program, namely, the rebuilding of our main city substation, is now under way, application having been made to the Controller of construction for permission to proceed.

★ I think it will be a source of gratification to our shareholders to know that their company has been a leader in its post-war planning, and that the plans outlined are calculated to adequately meet the future needs of the great areas it serves.

LAST OF FLEET ARRIVE

★ Fifteen P.C.C. cars have been added to the Vancouver city rolling stock. A final shipment arrived last month, with the final three cars unloaded by the start of May. When these have the "bugs" shaken out of them they will join their fellows, making a total fleet of 36 cars.

★ Cars 403-402-401, which went into service in the early stages of the war, have chalked up almost a quarter of a million miles to their credit, and still going strong, with little signs of wear and tear despite the unusual strains of overloading and extra runs.



A PREVIEW of the near-future. Here is a photo of the type of equipment planned for certain Vancouver thoroughfares once re-converted bus transit manufacturers can deliver us the goods. Buses are similar to standard bus equipment now in use except they will utilise electric power. Often referred to as trackless-trolleys, these can manoeuvre in and out of traffic and pull into the curb for stops.

NEW NORTH LINE

★ Two line crews began work on a new 12,000 k.v. line from the North Vancouver substation to the Naval Depot at the foot of Harbor avenue on the North Shore near Second Narrows Bridge the middle of last month.

★ Replacing the old 4000 k.v. line, the new one will be capable of a heavier load to take care of the increased consumption at the Navy Depot. Bill McLennan and George Morrison both have their crews on the job there, and expect to be well finished before the end of this month.

★ Old worn-out poles will be replaced, a dozen in all, but for the rest of the line which extends over 11,650 feet, those now in service will suffice.

★ It is proposed to start work soon on the remodeling of the 34,000 k.v. line from the substation at Third right through to St. Denis.

A COUPLE of Bill McLennan's linemen during recent construction on the new 12,000 k.v. line at Keith road and St. Denis.



Islanders Lead Mainland in Close Loan Race

★ Final figures were unavailable at press time but estimates computed to Thursday, May 10, showed the Island forces had forged ahead with 97.15% of their objective reached. E. W. Holland, Victoria organizer, predicted a "break-through" to beat the Mainland forces similar to their performance last fall when they overran their goal by 14%. Mainland figures showed \$465,900 for 3527 applications making 93% of objective.

★ Mainland groups were close on Islanders' heels and many sectors were still to be heard from in the last two days of the campaign. High on the list of honors were the Carrall Street News-stand with 154%, who first reached objective and the Special Protection Force (made up largely of Great War vets) who beat all other sections to reach 171% of quota. Organizer for the force was Wilfred C. West, whose committee is to be congratulated.

★ Electrical department is running a close race for second place and reached by deadline 149% of quota. Two departments who accomplished outstanding results this drive were the Track department with 137% and the Line department with 118% of quotas reached.

★ Final results will be shown in future issue showing exact standings in all sectors.



DURING EACH loan campaign various notables have been invited to make the prize-drawings on the second floor of the Carrall Street office. Again Mrs. W. C. Mainwaring graciously does the honors with assistance from Percy Brown.

SOME SCENES of victory over our objective in the Eighth campaign. Top right: The Carrall News-stand staff who were first over the top. Top left: A trio of entertainers at the Beacon Theatre. Bottom right: Flt.-Lieut. Belton, chaplain of the R.C.A.F.



A REPORT TO THE PUBLIC

on the

SOURCE AND DISPOSITION ON 1944 REVENUES

THE YEAR'S GROSS REVENUES

From sales of electricity, transportation, gas, water and miscellaneous services.....	\$25,207,072
From interest on temporary investments, etc.....	32,847
	<u>\$25,239,919</u>

THE YEAR'S EXPENSES AND APPROPRIATIONS

FOR EMPLOYEES:

Payrolls (<i>operating only—does not include work on property extensions and replacements</i>).....	\$8,877,294
Pensions—	
Payments to pensions from general funds.....	\$ 118,767
Payments to Pension Fund Trustee:	
In respect of services rendered by employees during the year.....	439,000
In respect of past services.....	737,237
	<u>1,295,004</u>
	<u>\$10,172,298</u>

FOR MATERIALS AND SERVICES PURCHASED..... 4,923,283
A multiplicity of supplies and services for operation and maintenance.

FOR WEAR AND EXHAUSTION OF PROPERTY..... 2,829,360
Provision for future retirement of plant and equipment when its useful life has expired, invested in additional property and bonds.

REQUIRED FOR GOVERNMENT

Property taxes, water rentals, etc.....	\$ 959,381
<i>Does not include sales tax, gasoline tax, customs duty and excise merged with cost of materials above, nor sales tax on gas and electricity bills collected from customers and paid to the Government.</i>	
Dominion taxes on income (<i>of which \$190,000 is recoverable after the war</i>).....	2,540,000
	<u>3,499,381</u>

FOR RETURN ON CAPITAL INVESTED (*Over 30,000 investors*)

Interest and other costs on bonds and debentures (<i>Average rate 4.24%</i>).....	1,543,199
Dividends on Preferred Stock (<i>Average rate 5.19%</i>).....	621,840
Dividends on common stock (<i>\$1.60 per share</i>).....	1,600,000

CARRIED FORWARD FOR FUTURE NEEDS..... 50,558
\$25,239,919

NOTE: Cents omitted for ease in reading.



★ A well-attended and enthusiastic Victory Loan mass meeting of Island employees was held in the Douglas street auditorium on the evening of April 23. As has already been stated, the Island employees are pledged to a quota of at least \$65,000, and have accepted a challenge from their mainland brethren to raise the larger amount on a per capita basis.

In the unavoidable absence of vice-president A. T. Goward, the meeting was presided over by E. N. Horsey, general superintendent, assisted by W. E. Holland, employee campaign organizer for the seventh time in succession.

During the course of the evening a program of entertainment was presented, consisting of vocal solos by Douglas Park and Jim Matheson; also a clever and clean-cut display of sleight-of-hand by E. Crockford.

Highlight of the evening was a talk given by WO Norman G. Wharf, R. C. A. F., and a Victoria boy, in which he described in a most interesting and sincere manner some of his experiences as a rear gunner and how on his tenth mission over Germany he was shot down from a height of 15,000 feet, and came to earth in the flaming severed tail of his Lancaster plane and lived to tell the tale, although severely burned about the face and hands.

He also spoke of his subsequent experiences as a prisoner of war in Germany, of conditions in the prison camps and the salt

MRS. "BUD" TRYTHALL, the former Peggy Laughlin of the Light and Power department, has her new husband's assistance at the cake-cutting following the ceremony.



mines, and how, in spite of the terrible conditions under which prisoners of war are obliged to exist, it has been impossible to break the morale of the British prisoners of war, much to the amazement and chagrin of their German jailers. He also spoke of the wonderful and necessary work being accomplished by the Red Cross among prisoners of war, and said it would be impossible for them to survive for any length of time without the parcels of food, clothing and other comforts supplied through that organization.

WO Wharf received an ovation at the conclusion of his address, and he almost brought down the house when, a few minutes later, it became known he held one of the winning numbers in the drawing for War Savings certificates conducted immediately before the close of the meeting.

Overseas Wives Meet

★ A home cooking demonstration featuring breakfast and supper dishes, cakes, meringues and shortbreads headed the program for the second meeting of the overseas wives of Canadian service men, held Wednesday, April 18 at the Douglas street showroom. Mrs. Foulds, director of the Home Service department of the B. C. Electric prepared the dishes with the assistance of Mrs. Barbara Alton, one of the war wives. Afternoon tea was provided by the B. C. Electric and at the end of the meeting all the cooking prepared during the class was distributed among the wives.

The annual general meeting for the election of the new officers of the B. C. Electric Employees' association was held at the Douglas street auditorium on April 12. W. E. Holland was returned to the presidency by acclamation. Other officers elected were Vice-president, L. K. O'Neill; Secretary, Miss M. D. MacNeill; Treasurer, W. E. Beek. On the executive committee are R. Hale, R. Palmer, Miss M. Cavin, F. Stenton, F. Green.

A "Ways and Means" committee was formed to arrange programs for the coming year, and the following were nominated to serve: Miss M. Tindall, W. C. Mearns, H. Sabiston and F. Green.

Eldon Collis has received his discharge from the army and is back with the company.

After months of waiting and expecting, Mary St. Pierre is happy to have her husband home from overseas. The two of them are looking forward to spending the next two weeks on holiday.

We welcome Dorothy Smith to the Billing department and Mrs. Arleen Weaver, who is assisting W. E. Holland with the 8th Victory Loan.

Miss Helen Murfitt, formerly of the accounting department, has left the company.

Mrs. Latta, the former Irene Blais, has returned to the accounting department with pleasant memories of her honeymoon which was spent sightseeing around Qualicum.

Pastor: "Are you troubled with improper thoughts?"
Sinner: "Naw, I rather enjoy them."

North Shore Breezes

By Joe Yearsley

Due to the security censorship some events appear to happen quickly. The last issue reported Harry Bullock at a convalescent camp in England. Friday last he literally bounced in amongst his old friends. Whatever the scars of war, noticeably a slight limp, he is his old jovial self, simply bubbling over with good humor. Providing there is no dead line set he will write an article for the MAGAZINE. First, he wants to make sure he is here, at the moment everything seems unreal.

Ben Mackie arrived in Iceland, the flight over something like a rough sea voyage. Few of the boys enjoyed it. To their amazement the climate and topography of their present location is similar to Vancouver. These are the first impressions, more details later.

Bill Guinn, on the Yorkshire moors, states there is an improvement in the weather, and he is beginning to like the place. Meeting some nice people. Cannot understand why the living conditions of such seemingly sane people are so far behind us here. Perhaps you Yorkshire people had better come out in defence of your kinfolk.

Holidays are in full swing again. The expert gardeners are away first. Maybe they are looking for laurels in some future show.

An invitation to dinner had been sent to a newly settled physician, and in reply the hostess received a letter so hopelessly scrawled that she was unable to make out whether it was an acceptance or otherwise.

"Take it to the druggist," said her husband. "Druggists can always read doctors' writing, no matter how bad it is."

She did so. After looking at the letter a moment, the druggist went to the rear of his store. In five minutes he returned with a bottle.

"There you are, ma'am," he said, "that will be fifty cents."

CORA WHARTON and Sadie Thorburn checking the list of employees on active service to whom magazines are sent each month. Wallace Mackintosh, chief clerk Gas department, just called in to check the gas gauge in the background, also had his picture taken with the girls.





By H. H. L.

At the time of writing all key men are out working hard on the Eighth Victory Loan, and we hope and expect that their efforts will be rewarded with an over-subscription. Good luck to you, boys!

Our deepest sympathy goes to motorman "Jim" Campbell and his family in the loss of his wife, who passed away on April 22 last after a lingering illness.

Our sympathy is also extended to motorman J. Hopcraft and motorman W. G. Tyler, whose fathers died on April 4 and 5, respectively.

Uncle Walt's Sgt. Skeezi (Province comics) has nothing on Lieut. J. G. (Grant) Mouat these days as the following item appeared in a local paper a few nights ago: "Born to Lieut. J. G. Mouat (overseas) and Mrs. Mouat (nee Freda Becott) of 711 Third avenue, New Westminster, at St. Mary's Hospital on April 8, a daughter—Laurie Jean." Congratulations, Grant and Freda, also to grand-dad (J. B. M.).

LAC A. G. Pugsley, formerly of the Vancouver Freight Office staff, who is stationed with the R. C. A. F. at Boundary Bay now, was married recently to an Edmonton girl and spent his honeymoon at Edmonton. Conductor Ed Pugsley timed his holidays for this event which they expected to take place on the prairies, but Allen was transferred out here, so Ed did a bit of gardening and then made a trip to the prairies later.

S. D. (Sid) Stacey, District 1, and K. C. Strange, District 2, have both been taken on the strength to build up the motorman's list. Welcome, boys!

Conductor Lindsay Prentice is off duty with a severely cut arm, sustained while on duty recently. Also bus operator J. Thompson is off duty with a broken rib which he sustained in a fall on the bus. Motorman D. Sinclair is also off with an injured wrist.

Conductor Jack Borradaile received a painful injury when he got his foot caught under the footboard of the motor, and is now confined to his home.

Motorman Bob Harris is back at work after being off duty with an injured shoulder, sustained when he fell from a tank car while setting up a brake. Conductor J. Houston is now out of the hospital and well on the way to recovery after a serious operation, and expects to be back to work soon.

The Five-Pin Bowling League finished up its schedule on Friday, April 21, Transportation team winning the second half with 31 wins out of 42 games, and in the play-offs held on Tuesday, April 24, the

Line department, winners of the first half, defeated the Transportation for the league championship.

Although New Westminster came third in the Murrin cup play-offs this year, we will be after it again next year. Ernie Vallance, with a score of 295, won the plaque put up by Mr. Petersen for high single game. Nice going, Ernie!

The annual social and dance held in St. George's Hall on Monday, April 23, was enjoyed by some 200 persons. Chester McNaughton had charge of the "mike" for the program, which included music, dancing and singing, also the bagpipes, then a short play portraying life in a London nursing home, which was under the direction of Mrs. G. Warrick, assisted by Mrs. Lindsay Prentice. After the entertainment refreshments were served, buffet style, and were enjoyed by all. An all-B.C.E.R. orchestra, under Hughie Brown's direction, furnished the music, while Jack Thompson took charge of the dancing, which was enjoyed until 1 a.m. "Rubinoff" has nothing on Jimmy Strachan when it comes to the violin, also "Norm" Davidson can get some real Highland music out of the bagpipes, while C. "Barney" Barnier can furnish plenty of entertainment also with his violin. The joint committee in charge, members from Division No. 134 and the Ladies' Auxiliary, are to be congratulated on a splendid program, and according to reports there still is plenty of talent which they intend to use at some future date.

The political pot is beginning to boil in the New Westminster district with the Provincial by-election slated for May 10, and the Federal election for June 11. Ontario hasn't got anything on us—so whatever your political affiliations are, boys and girls, be sure and get on the voter's list, and when the day comes, do your stuff!

Bill Kerr and Jack Noble are working on the Garden club idea, and hope to have something to report for the next issue.

The new deadline for material for the MAGAZINE is the 25th of each month, so let's have it early, boys, and how about the odd letter and picture from overseas for the *Battle Lines* supplement.

Conductor F. Spear and J. Colloton were recent visitors around Davie street on leave from military service.

Don't forget the Ladies' Auxiliary monthly whist drive, bingo and dance party on the last Monday of the month, to be held in the lodge rooms, Russell Hotel.

Mrs.: "It says here that in the Sarganlas Islands they sell wives for ten dollars. Why, I think that's awful!"

Mr.: "Yep! Guess it doesn't matter where you go, you'll still find profiteers."

It happened at one of those parties. At the inquest that followed, one witness was asked what happened.

He replied: "Well, all of a sudden poor Bill picked up a broom and opened the window and said he was going to fly around the block and back again. With that he flew."

"Why didn't you stop him?"
"Heck, I thought he could do it!"

Light and Power

"Saturday night, April 21, wasn't the loneliest night in the week," for the Light and Power and Merchandise staffs and friends, because we all gathered at the home of Mr. and Mrs. F. Young to do a little celebrating. We danced, played bingo, pinocle and a pin-ball game, and just generally had a really swell time. The eats were "super" too, ice cream being supplied by "Stu" Dixon and Ernie Vallance. Everyone agreed that it was most enjoyable, and many thanks for your hospitality, Mr. and Mrs. Young.

The Royal City showroom does it again! Does what? Why—wins the G. E. lamp trophy for having the greatest percentage of increase for the past three months, that increase being 48.6 per cent. "Ahem!" Not bad!

Fellow workers gathered in Mr. Yates' office recently to bid "adieu" to "Stu" Dixon, who left the service of the company on April 30 to take up new duties with the Department of Agriculture, Provincial Government, with headquarters in Vancouver. On behalf of the staff, Mr. Yates extended their good wishes and presented "Stu" with a pen and pencil set.

Stewart joined the company's service in 1936 as agricultural representative. He was granted leave of absence in August, 1942, to join the Armed Forces, and after two and a half years was given his release from the Army and resumed his service with the company. Now, after seven months, he leaves us to go to his new position. Very best wishes, "Stu", in your new endeavor, and be sure and drop around and see us some time!



Here is "Bill" McRae, conductor, District 2, taken at Glen Hospital on Easter Sunday last, after the boys had paid him a visit and taken Easter goodies and flowers.

Bill is bed-ridden, and glad to see any of his friends any time they care to call on him.

Bill was hurt years ago, on February 20, 1933, to be exact, when a trolley rope broke and he fell from the back of a car. This did not bother him until some years later, and Bill has been incapacitated for the last several years. Unfortunately, he is receiving no compensation as there was no report made out at the time of the accident.

We are all hoping the present treatment will fix Bill up and we shall see his smiling face on the road again.

HEAD OFFICE

By Marjorie McPhee

Carrall Calling!

"Here we go gathering nuts in May"—(hmmmm, Dr. Moore?) You'd never know. Some of the United Service Centre masqueraders were B. C. Electric girls. Looking really pow-wow, and incidentally big chief of the evening was our own Betty Nairn (Cust. Acctg.), garbed in a white beaded Indian costume complete with pig-tails. She cinched first prize—a compact. Looking equally foreign was Norma Kemp (Cust. Service) in an East Indian sari centred with a star for attraction. Another original was "a poor but pleasant peasant," Dorreen Hunter (Cust. Service). Something new on file in Cust. Service is Dorothy Wyllie. Melba Dickenson (same department) is richer by \$50, thanks to War Bond contest. (From now on she is referred to as Mrs. Morgenthau.)

We expect Mrs. J. Emerson (*nee* Frances Dooley) to be back in the Revenue Accounting the middle of the month.

And that Jim Denby (Hubbards, Nova Scotia) will be home in port—June.

A songbird tells me that Jeannie Oliphant has a very nice soprano voice—sang with the chorus in "Florodora" (St. Helen's Operatic production), West Point Grey Junior High.

Phyllis Stewart (Payroll) down east for three weeks' holidays. (Ho-hum, so soon that sleepy siestuousness assails this being.)

Twirl my turban!—Phyllis Horton, Roofing, and Margaret McIntyre, Sadie Nash and Erma Courtenay, Com-adoring.

Mrytha Thompson is the added beauty to the bevy of the beautiful in the Audit.

W. H. Ker (Revenue) was another winner of a war bond.

Something to pick on . . . Harold Miles (Revenue) wearing a diamond and gold wishbone tie pin.

Confidential Confetti Notes—Bette Martintette (Rev. Acctg.) marriage, May 11, just shows that cupid doesn't always aim wrong. All the Revenue is in a dither over this coming event. Edith Ritchie had her hands full V-E day with a shower arranged for our Bette. The girls kicked through with a set of luggage.

Another of the blushing was Beulah McLeod (Traffic). A gift from the company was six plates and a platter to an aspiring collection of china.

Chris Findlay (ex-correspondent for EMPLOYEES MAG) seen chatting with hubby and others in the Carrall lobby.

Bill Bailey, mail boy now army tagged at Petawawa, Ont., was home on leave two weeks.

A joint presentation by Mr. Murrin for Mr. Cottrell and Mr. MacNee was had as the two gentlemen culminated their services with the company. Mr. Cottrell was given two luxurious easy chairs (lucky man) with accompanying stools. Mr. MacNee was the recipient of a Waltham gold watch and chain.

Billing Notes

By Browne and White

In the spring a young man's fancy . . . well, anyhow, the fancy of Andy Miller turned to Claire Watson of the Billing department.

We hear that Peg Anderson has set the date, and by the time you read this she will be Mrs. Les Shortt.

An early holidayer was Peggy Clarke, who motored up to Nelson.

Helen Thompson of the Stub department has been transferred to the Traffic department.

Two new additions to the telephone staff are Dorothy Simpson, who hails from Winnipeg, and Joan Noble (*nee* Hanna), who has returned to the temporary staff after an absence of three years.

Other new faces include Donna Hughes, Audrey Silver, Mae Brandel, Clara Watrin and Dorothy Wyllie.

Morley Fox dropped in to show off his California tan which he acquired on his furlough a few weeks ago.

Melda Dickinson was a lucky winner in the Victory Bond draw.

"The Voice" of the Billing department, "Frankie" Johnson was one of the leading singers in the recent Bond drive.

Granville Gleanings

By B. Bell

Harry Jervis, genial master of wit on our application counter, left a while ago to have a thorough physical check-up in the east. Since his departure he has sent in his resignation, and will not return to this fair city for a year. We all hope Harry has a speedy and successful recovery in a very short time.

The other day must have been baby day at Granville street, with the appearance of two beautiful infants. Mary (Oliver) Allan, wife of salesman Doug Allan, came in with "Tony", a wonderful little boy just 10 months old. The other baby belonged to Leila (Riggall) May, wife of former employee Les May. It was a girl this time, with the lovely name of Trenna, very fitting to a swell little lassie.

"Boner of the week"—the customer who asked one of the salesgirls for a harp, and was directed immediately to Kelly's on Seymour. Incidentally, a harp is part of a lamp.

★ Seventh Victory Loan bonds that have been purchased on the payroll savings plan are now available at the Stock Transfer department on the second floor. Head Office employees may secure their bonds on and after May 15, and all other employees on and after May 23.

Bowling Bits

By K. M. P.

April 18 saw another play-off for the Murrin cup, with the Transportation men taking the cup away from the Head Office team. We hope to get it back next year. This year only three teams challenged for the cup—Transportation men winning with 6299 pins, Head Office, second, with 6086 pins, and New Westminster with 5808 pins. O. A. Petersen, Personnel manager, presented the cup to the winning team, one donated by himself; the other by Harry Cottrell, for high single, to Ernie Vallance from New Westminster with 295, and high three to Wilf Smith from Head Office, with 745. The only other 700 game was made by G. Smith of Transportation.

A banquet at the Pacific Athletic club finished a successful bowling season. President Hardy thanked everyone for their co-operation, and gave them a few pointers for the next year. J. O. McLean presented the prizes, consisting of gift certificates, to the following:

Ladies' high single, Betty Bell, 331; ladies' high three, Bernice Fawns, 751; ladies' high average, Kay Publicover, 203. Wilf Smith didn't give the other men a chance, as he took all three: High single, 371; high three, 922; high average, 235.

Last but not least was the presentation of the Kidd cup to the winning team, the Whiz-Bangs, made up of Eileen Cowley, Nellie Jansen, Laurie Cox, Cliff Cox and their captain, George Murdoch. Then came the elections of officers for next year: President, H. Hurst; secretary-treasurer, Wilf Smith, and those elected on the committee are G. Murdoch, F. White, P. Hardy, R. Service, D. Staton, P. Elliott and B. Fawns. After our meeting, Mr. Petersen said a few words and told a good joke which everyone enjoyed.

Many thanks to Mr. Butler, who contributed his time and camera to show us a few pictures before the dancing.

Tuesday, May 1, will see us guests of the New Westminster league.



APPLY NAMED is the Ralph Purves' youngster, Vicky Margaret, born early April. Here pero Ralph, connected with the Personnel department, demonstrates the proper way to handle new-borns.



Kitsilano Kudos

By A. Davidson

This is really news for any man's magazine. Our flaxen-haired truck driver, Ed Williams, actually caught three small salmon off West Vancouver the other weekend. Ed, it will be remembered, is the fisherman(?) who won the booby prize in last year's salmon derby with a catch of two small shiners.

All the way from Montreal by flat car sounds like the tale of a rod rider, but this only concerns the arrival of the latest lot of new, shiny P.C.C. cars for service on our lines. Fundamentally, they are much the same as the other 20 P.C.C.'s which have given our streets a modern, streamlined touch in the last few years, and will be a welcome addition to our fleet which will now consist of 36 of them. We still have a long way to go to catch up to Toronto (the good or bad—have your choice), which is now running about 300 of them.

Drawn, traced, checked by H. M. L. will now be a thing of the past on all future mechanical blueprints. Yes, Herbert Mostyn Lloyd has decided to lay down his protractors and slide rule after long service with the company. In fact, we really don't know when he first started electric railroading, but we do know it was long before our time. Best of luck, H. M., and keep away from the tennis courts.

If you want to meet men you have not seen for years, we would strongly recommend you take in a Victory Loan organization meeting. We saw more old-time employees at the last meeting than you could shake a stick at, including Jack Gibson, Dick Draper and Alick Lawson of the Electrical department, and a host of others whose names we have forgotten.

Congrats. to Jack Lobban on his appointment as night foreman at the Mount Pleasant car barns. Foremanship must run in the Lobban family, as Jack's father was foreman blacksmith with us up until the time he was pensioned a short time ago.

Why do earth-worms always travel in a northeast direction when you shake up their home by means of a spade? If you have the answer, pass it along to Walter Cowie, as he has not found the solution since he came back from vacation. His vacation evidently took the form of throwing the soil on his North Burnaby lot all over the map. We know of more pleasant ways of spending holidays. For more particulars see us, Walter.

Musings

By John MacDonald

We are sorry to hear John McNee is retiring. A former manager of the Carlisle Tramways and depot master in Glasgow, John is possessed of the best characteristics of the seat. He must have saved the company many hundreds of dollars since he came to Vancouver in having schedules to suit traffic cars all-out in the peak rushes and in the barn as many as possible during the slack hours. Instead of wear and tear of rolling stock and track, he also got more mileage out of every car by increased speed. He deserves relaxation, and we wish him all that's best, and long may he enjoy his leisure.

Traffic superintendent Harry Cottrell is also going, we hear. Harry is good for many a year yet.

We saw ex-motorman George Martin, Steveston line, next to Dickie or Joe Briggs in point of service. He looks as young as ever.

Conductor W. Edwards, No. 1458, being Welsh, just could not help being a great pianist. No piece of music at first sight is a puzzle to him. But nothing less than a miracle happened when the Junior Elgar choir of Vancouver beat the Welsh in their own land and in their own language. Their pianist, Donald A. Cameron, being used to the Gaelic, maybe had something to do with it.

Motorman 1893 spent 12 years in the British navy, has been all over the seven seas, including the loveliest spot in the empire—the island of Tristan-da-Cunha, visited only by a ship every five years. The original settler was Cpl. Glass, a Cornishman. Its population now is about 230. It's half way in the Pacific, between Cape Horn and the Cape of Good Hope. He himself comes from Burton-on-Trent.

Among the many youthful grand-dads on the job is Alex Pirie, the stork having brought a grand-daughter.

Motorman Howard Crowe retires after 35 years here and 10 preceding that on the Intercolonial. He goes to Roberts Creek. Joe Smith is about three miles from him.

We all sincerely mourn the passing of Franklin Roosevelt, one of the best men who ever lived. His name recalls the Roosevelt who was general manager of the B. C. E. R. (a cousin, we believe), one of the original family.

He made one remark to us we shall never forget. He lived in the West End, and before automobiles. Anyway he was on our car coming from the Bay, on a very wet morning, and sitting near the vestibule. He said to us: "Somebody lied to me before I came here. They said Vancouver always had lovely weather." He did not stay long. He brought traffic superintendent here from Montreal, who was succeeded by the late superintendent Dinsmore, who held it until his death. Inspector Cottrell took it over and is now retired. Who follows we shall soon know.

Waiter: "I have stewed kidneys, boiled tongue, fried liver and pigs feet."

Customer: "Don't tell me your troubles. Give me some chicken pie."

Beulah McLeod Leaves Service

★ Leaving to be married after 11 years' service with the Transportation, Beulah McLeod, well known throughout the department and to most Head Office employees, officially left us April 30.



Head office girls gave her a miscellaneous shower in the Ladies' Lounge which was very well attended by well wishers. Later E. W. Arnott, vice-president, made a presentation on behalf of all Beulah's friends.

"Miss McLeod has been a most efficient and satisfactory secretary," he stated. "I cannot state that she will be irreplaceable but certainly she will be hard to replace. However, we have every confidence that Miss Edna Longman, who has transferred from the Traffic will fill this position to our satisfaction."

Beulah was presented with a Spode platter and six tea plates.

The ceremony will take place quietly May 25 in Vancouver. The William Fergusons will reside here. He is a McGill graduate in engineering.

Mrs. Jones: "How's your son getting along in the army, Mrs. Smith?"

Mrs. Smith: "What do you think? They've promoted Herbert for hitting a sergeant. They've made him a court martial."



MRS. J. R. SMITH (standing) was one of the first conductorettes in the British Empire back in Great War days when these were known as "motorettes". Those on the back end were "conductresses" and their pay was about 56 shillings weekly. Mrs. Smith, who is now matron at King Edward high school, told Ted Garrison (No. 525) about herself, added proudly that she had completed five years without a "chargeable". (The whistles carried by both were used when the conductress was on the upper "deck" and wanted to signal.)

Man of the Month



H. W. SWANN

★ H. (Hiram) W. Swann—born Christmas Day, 1884, back in Oakland County, Michigan.

Joined the B. C. Electric Railway company April 11, 1911, and worked on the interurban and city lines until the buses supplanted the street cars in New Westminster in June, 1937.

Signed up on Bus 1—Sapperton route, 4.45 to 12.30 daily on June 21, 1937, and is now within one month of completing eight years of continuous service on the same run.

During this time he has covered approximately 170,000 miles, which is the equivalent of six and three-quarters times around the world, or 34,000 round trips to Sapperton.

Since 1939, when the safety records have been kept, he has had no chargeable accidents, and is the possessor of the five-year no accident award.

During his residence in Burnaby he was a member of the Burnaby School Board for five years and the Town Planning committee for three years. He is now living in New Westminster, and is on the Town Planning committee here.

He acts as one of the key men for Red Cross campaigns, Community Chest drives and Victory Loans, and is also chairman of the men's Safety First committee from District 1.

"This morning I went over to see a new machine we've got at our place, and it's astonishing how it works."

"And how does it work?"

"Well, by means of a pedal attachment a fulcrum lever converts a vertical reciprocal motion into a circular movement. The principal part of the machine is a huge disc that revolves in a vertical plane. Power is applied through the axis of the disc, and work is done on the periphery, and the hardest steel by mere impact may be reduced to any shape."

"What is this wonderful machine?"

"A grindstone."

Lake Buntzen News

By G. Mantle

It is with great regret that we hear of the death of George Gardham, who made his home in Buntzen for many years. George came here in 1918. He and his family, Mrs. Gardham, Dorothy and Fred, lived here until 1935, when he was obliged to leave on account of his health. He went to Bridge River for a few years, to be followed by his daughter, Mrs. Bill Stevens. George and Mrs. Gardham left Bridge River to live in Vancouver. Their friends at Lake Buntzen extend their sincerest sympathy to Mrs. Gardham and family.

Now that we are on the verge of spring, and some of the early blooms are beginning to show, it is time to congratulate Jim Haynes on his fine daffodils. Every year, without fail, Jim's flowers begin to appear as soon as the weather warms up a little. This year we expect to have a great deal more sunshine in the lower part of camp due to the fact that the brush has been cleared back from the houses.

The newest arrival on the staff is Magnus Urdal, who will be with machine shop.

Credit Unionists Active

★ The report of the Elco Credit Union for the first quarter of this year reflects a very active trend, reports Ted Perkins, treasurer.

A net increase of 14 names were added to the rolls, raising the total membership to 148.

Loans were granted to 22 members in amounts averaging \$100 each. Share investment has just passed the \$5000 mark. At present there is a small surplus available for loans. All inquiries will be given every consideration, and are strictly confidential.

Membership in the Elco Credit Union is open to all members of the Head Office Employees' association, and anyone wishing to join may receive further details from the treasurer, E. G. Perkins, Room 327, Head Office.

Safety Note

★ Entrants in the current Safety Poster contest, open to all platform employees, are reminded that entries must be into the Accident Prevention department, postmarked not later than Sunday, May 20.

Contest judges are E. W. Arnott, vice-president in charge of transportation; Jim Lightbody, manager, Publicity department, and Colin Dobell, supervisor, Accident Prevention department.

Thanks Everybody

★ W. H. Cottrell, who retired as superintendent the end of last month, writes an open letter to his many company friends:

"I would like to take this opportunity to express my sincere thanks to all my friends for the lovely chairs presented to me on my retirement from the service of the company. Any time you are in the vicinity of Dollarton I would be pleased to have you call and see me."

Released Prisoner

★ The opening day of the Eighth Victory Loan brought news of WO1 Frank ("Jimmy") Waite. (See cut.)

Jimmy worked in the Merchandise Accounting department previous to joining the R. C. A. F. in January, 1941, and went overseas in October of the same year. In February, 1943, he had to bail out over Germany. He was taken prisoner and sent to Stalag Luft III, and for some time we were able to keep in touch with him.

The War Comforts committee sent him 1000 cigarettes each month, and friends at Head Office wrote him from time to time. Then suddenly Mrs. Waite received a mysterious card in Jimmy's handwriting, but signed "Jim Alcock" and bearing another Stalag number.

Some of those who had been writing regularly were afraid of making some slip which might get him into difficulties, so we stopped writing. The War Comforts committee took a chance and ordered the monthly cigarettes in the name given. For some time there was no means of checking whether the cigarettes were reaching Jimmy, until one day we had four cards indicating



LONG-AWAITED WORD comes about one of the Merchandise Accounting department, Jimmy Waite, who was taken prisoner of war, just recently released. Now at No. 23 Canadian General Hospital, Jim expects to be home shortly.

that four parcels of 1000 cigarettes had reached him during October and November, 1944.

We rather hoped he could beat his way out of prison with that large amount. In March, 1945, the Red Cross reported they had lost touch with Stalag Luft III, so there was nothing we could do to contact Jimmy. Since that time we have been anxious about his fate, but now this splendid news has come through, and although he is in hospital, suffering from malnutrition, we have great hopes that he will soon recover and be home again in the not too distant future.

GET YOUR PENS OUT AND WRITE NOW—WO1 Frank Waite, R. C. A. F. Repatriated Prisoner of War, c/o 23rd Canadian General Hospital, United Kingdom.



H. TILL



JOHN McNEE



W. H. COTTRELL

★ E. W. Arnott, vice-president in charge of transportation for the B. C. Electric Railway, today announced the appointment of Harold Till as traffic superintendent, effective May 1. He succeeds W. H. Cottrell, who retires April 30.

Mr. Till joined the company in 1911 as a conductor. At the outbreak of war he joined the 68th Field Artillery and served overseas with the 51st Battery. He returned to company's service for a short time in 1919, was granted leave of absence until 1924 when he became ticket clerk in the Prior street barns. In 1926, he was appointed traffic checker and schedule clerk, and remained in that position until 1939, when he became traffic inspector. For the past five years Mr. Till has been assistant traffic superintendent.

Mr. Till's new appointment will be of great interest to his many friends in the football and soccer world. In 1939 he was manager of the Vancouver Radials, a team comprised of motormen and conductors, when they captured both the Western Canadian and Canadian football championships.

★ One of the longest-term transportation men in our business cleared up his desk, collected the accumulations of over 30 years' service and said his farewells.

John McNee, Traffic Schedules clerk, joined the company as a motorman in 1911. In the spring of 1912, he was appointed night depot clerk at Prior Street Barns. Later in the same year, he became Traffic Superintendent clerk and in 1914 assumed the position of Schedules clerk, a post he has retained till April 30, the date of his retirement.

John was second president of the Head Office Employees' association and always has taken a great interest in company affairs. He is past president of Council of Scottish Societies and was Chief of Clan McLean, The Canadian Order of Scottish Clans. He is an interested follower of soccer and was a member for many years of the Wednesday Football League. He is also a member of the Vancouver Electric club.

Mr. and Mrs. McNee are looking forward to a pleasant and quiet holiday at their summer home up the North Arm.

★ In 1910, Mr. Cottrell joined the company as a motorman. He was an active member of the Street Railwaymen's Union, and was president for several years. After 20 years as an operator, he assumed the position of inspector, and in 1930 was stationed at the corner of Broadway and Granville, where he made a host of friends, particularly among University students.

Upon the death of W. H. Dinsmore in 1939, Mr. Cottrell was appointed Vancouver traffic superintendent, a position he has filled until his retirement and superannuation at the end of the month.

Mr. Cottrell has been very interested in community circles, and was a member of the South Vancouver Council for four years, and was one of eight on the Joint Amalgamated committee when South Vancouver and Point Grey were incorporated into the city of Vancouver. He has also been an active worker in the Traffic Safety council and the Kiwanis club.

When asked how he planned to spend his time after retirement, Mr. Cottrell replied: "I have eight children, 13 grandchildren, a new home at Dollarton, a garden and a fishing boat, so you can see I shall be busy."

Having seen the Vancouver street railway system through the booms of 1912, 1929, Mr. Cottrell will watch with interest the post-war modernization of Greater Vancouver's transportation system, with its resulting introduction to streamlined street cars and trolley buses.



AT LEFT: Percy Hardy, Head office maintenance department and former president of the Bowling League, tells bowlers gathered at the Pacific Athletic Club end of April, that the club has been a success this year. Harry Hurst was elected president for the coming season. (Lower picture): A group of merry-makers following the motion picture show. In the centre is Wilf and Mrs. Smith with Mrs. John Lohoar and Mr. and Mrs. Tom McEwan.



★ Company friends were shocked at the news that Jimmie Friend, with the Gas distribution for more than seven years, and latterly with the Canadian Navy, has been killed in action.

Married before his enlistment, he leaves his wife, Mrs. James T. Friend, and a two-year-old daughter, Barbara. Popular among many company friends and acquaintances, Jimmie is the son of Mr. and Mrs. John W. Friend, the former with the New Westminster Gas department for more than 34 years.

No details have been released for publication by the Navy other than the fact that Jimmie, who had been a Leading Telegrapher, had transferred from his own ship to another which went into action about April 12, in which his life was lost.

Enlisting in February, 1943, Jimmie was 18 months at sea, mostly in the European theatre, and had seen action in the Mediterranean. He was 27 years of age.

He leaves an uncle, who is in the company's employ at Kitsilano shops as carpenter, H. R. Gibson.

Parting Letter to Friends

★ John McNee, a long-time Transportation department employee, retired the last day of April, and now writes to thank "all my friends in Head Office, Traffic and the company generally."

Says John: "Many, many thanks to all of you for your expressions of friendship and good wishes for my welfare on my retirement from service with the company. Thanks for the lovely Hamilton watch and chain I received in token of your general esteem. I shall always treasure them as reminders of many happy and pleasant associations with you all.

"I especially thank Mr. Murrin for his kindly tribute to my long service with the Transportation department when he handed me your lovely, useful gift, and thanks to all of you who personally attended at the presentation, and again thanks for the lovely flowers for Mrs. McNee.

"I tried, rather, started to express my thanks to you all. But when I looked at all the friendly faces around me—and thought—'I'm leaving all this,' my heart just moved right into my mouth, choking me. And for once in my life I was speechless, but sincerely grateful to you all.

"My earnest wish is that all keep progressing, that you all live happily and enjoy as many or more years of service as Providence permitted me to serve. So good luck! Happiness! and Prosperity to all of you.

OUTDOOR GIRLS of the Billing department shown below are Peggy Clark and Joyce Perry. They sink their teeth into some luscious chocolate cake during an outing.



Public Relations

★ The subject of public relations is of wide-spread interest to business, and particularly so to those engaged in public utility service. A worthwhile discussion of the whole question appeared in a recent issue of *Hi-Lines*, a portion of which should merit the attention of every employee.

Prefacing the article with a series of questions seeking to arrive at a definition of the term public relations, the writer asks:

"Is it . . .

"The lineman's rescue of a pet kitten from a precarious perch atop a pole?

"The prompt answer of the line crew to restore service after a storm?

"The treasurer's complete explanation of the company's financial condition to a customer-shareholder?

"The meter reader's assistance to a blind man crossing the street?

"The meter tester's courteous answers to what seem to him foolish questions?

"The bookkeeper's accurate computation and recording of the electric bill?

"The credit man's tactful discussion of credit conditions?

"The substation operator's interest and work in cleaning and beautifying a substation yard?

"The executive's courteous and considerate reception of the customer's grievance?

"The serviceman's carefulness to keep from tracking dirt in the customer's kitchen?

"Is it all of these things and many more that create good public relations?

"The public has the right to demand adequate, dependable service at reasonable rates. But we can do more. Having given what the customer has the right to demand, we can on this foundation build our structure of goodwill. And in this structure every employee is a vital element. Practically every hour of every day, almost every employee has the opportunity to do his or her part in some service to a customer. It may be small, it may seem insignificant, but it fits into our job as a public service company honestly, fairly and adequately. The failure to do more when the opportunity occurs may eat into our foundation of service and bring the whole structure on our heads.

"Each and every employee determines public relations. . . . The company's welfare is in their hands: it is their service to the public, their attitude and actions as public servants that drive the rivets and strengthen the structure of genuine public relations."

(Reprinted from *EMPLOYEES MAGAZINE*, 1937.)

Piper McLeod Home



★ After ten months at No. 1 General Hospital, England, Neil McLeod, Seaforth Highlander and employee with the company before his enlistment in 1939, is back home.

Going overseas with the first contingent, Neil was a piper with the famous Highlanders, and trained at Aldershot and in other stations in the south of England. Infantry training included assault landings and manoeuvres, though it was three years before the group were able to put their training into action.

That time came when they sailed down the Mediterranean and were the first Canadian troops to land during the Sicilian campaign. In fact, Neil was the very first Canadian soldier to set foot on Sicilian soil when he piped the Seaforth men into battle there.

Witnessing the first use of rocket shells from ships, Neil's regiment sailed into the harbor on an American Liberty ship before dawn and the barrage of shells—especially the rockets—made an unforgettable sight. Zigzagging through sub-infested waters, the Canadians spent three weeks afloat from the time they left Britain and averaged only eight knots all the way to their objective.

The Sicilian campaign in July, '43, was followed by a long spell in Italy. On a re-board, Neil was found medically under category standard and shipped to hospital. Now he is home and well.

Welcome home, Neil!

Bridge River Ripples

By Mrs. W. Stevens

It is a pleasure to welcome Mrs. O. G. Sorley to Bridge River, to stay permanently this time. Her Stave Falls home has been sold, and she is here to take part in all our community affairs. Mr. and Mrs. Sorley's son Milton received his army call early in the new year. He finds the life interesting and full of activity, and is stationed at present at Calgary, to where he was shifted recently from Chilliwack.

Mr. and Mrs. C. Fox were in Vancouver recently for the wedding of their son, P. O. C. Fox. He expects to start work with the company very shortly. Our best wishes and congratulations, Clifford and Irene. Mrs. A. Heinrich of Stave Falls is Clifford's sister.

Spring is here definitely now. We've even killed our first woodtick. Gardening activities on all sides promise bigger and better gardens than ever. Tennis has taken over from badminton, and it is nice to hear and see the players on the court again. The first tennis of the season was played here on Easter Sunday, April 1.

Two new swings and a sand box (big one) have been made in the school grounds. They are very much appreciated by the mothers and children. A little sand goes a long way in small shoes, though.

Mrs. G. H. Garham and Mrs. W. Stevens want to thank their friends in the company for their kindness and sympathy during their recent bereavement. Mr. Garham had been over 30 years with the company before ill health three years ago forced him to give up work.

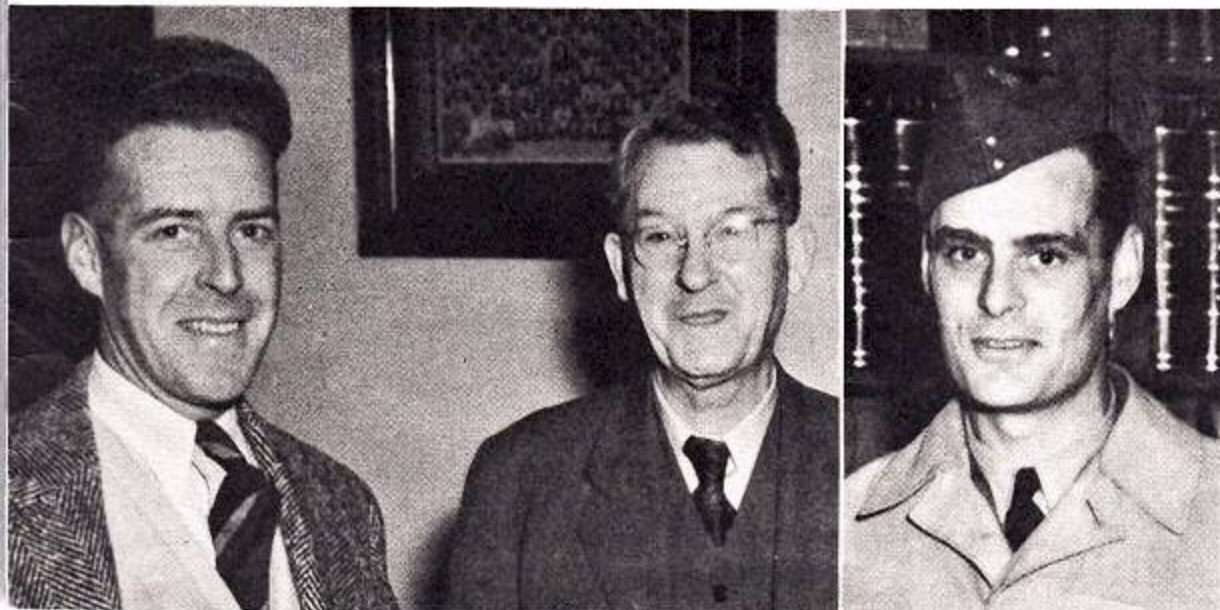
The Lillooet branch of the Red Cross thanks Bridge River for our support during the recent drive which enabled them to turn in \$684, a sum well over the set quota of \$450.

Stork Club

New arrival in the home of A. E. (Dal) Grauer is a baby son, Dal, born on April 9, 1945, at the Vancouver General. The Grauers have two other children, Sherry and Romilly.

WOUNDED IN FRANCE and just home after some heavy fighting is Tom McKibbin (left), formerly motorman 839, who is with the Canadian Army. Tom chats with Harry Cottrell in the latter's office.

MOTORMAN K. WEBB (right), who enlisted in July, 1944, dropped into the office shortly before V-E day. At that time was about ready for further posting following training.



Herb Lloyd Retires



HOPE McLEOD of E. W. Arnott's office says farewell to Herb Lloyd, who retired from the company's service after almost 40 years' continuous service.

★ Climaxing almost 40 years of company service, Herbert (Bert) Mostyn Lloyd, mechanical assistant in George Dickie's department, retired.

Herb started as draughtsman in the old Prior street shops, and will be remembered for his design of the present-day curve of track into the Carrall street depot off Hastings.

Born in Eastern Canada, Herb springs from United Empire loyalist stock. He graduated from McGill University, and came to work for the company a short time later.

E. W. Arnott, vice-president in charge of transportation, made the presentation in the board room at Head Office while many company friends attended.

An enthusiastic bowler, Herb was active in the Head Office bowling league, and expects to continue this where it is possible. Mrs. Lloyd, who also bowls well, is likewise known to many company bowling enthusiasts.

Herb was presented with a wallet containing \$71—one for every year. Friends join in wishing Mr. and Mrs. Lloyd many years of enjoyment ahead.

Derby Draw Features Boat Prize

★ Last year the first annual Salmon Derby, open to employees in all departments, was held in October. Despite the lateness of the date, the event was a marked success, with 93 participants. Feature of this year's derby will be a prize motorboat and engine, to be drawn for by entrants.

Arrangements are now complete for the second annual Salmon Derby. To enable employees, who may be on vacation at various periods during the summer, to participate in the derby, two qualifying dates have been arranged, followed by the finals. Three days of fishing, May 27, July 9, with the finals on September 9, from 6 a.m. to 5 p.m.

The one dollar fee entitles the ticket holder to fish in all three events, but no one may enter the finals who has not fished on either one or both qualifying dates. An entrant whose luck did not hold out during the qualifying event may still strike "pay dirt" in the finals, so the only stipulation for fishing in the finals is that he has fished on one or other or both qualifying dates. He may not have hooked a fish—but he must have been out trying; that is sufficient to qualify.

Also for his dollar the entrant gets one chance on the big draw for the motor boat and engine. Additional tickets on the boat only may be had at 50 cents, and there is no limit to the number to be purchased.

This year derbyists must arrange for their own boats. Resort proprietors are being advised in advance of the event, and this should facilitate making reservations by the employees.

First and second prizes will be awarded for each of the qualifying events, and will be presented at Horseshoe Bay following last weigh-ins, approximately 5.30 p.m. First, second and third cash prizes for the finals, the silver trophy and drawing for the motorboat will take place also at Horseshoe Bay immediately following the weigh-in of the finals on September 9.

Fishing will be in the waters of Howe Sound bounded by Point Atkinson, Roger Curtis Point (Bowen Island), and Sunset Beach. Boats must not leave wharves before 6 a.m., and no weigh-in will be accepted after 5 p.m.

Ticket stubs corresponding with each fishing date must be surrendered to the wharf master or at the weigh-in for signature. Stubs will in turn be forwarded directly to the committee, and receipt of each stub will determine those persons qualifying for the finals. No stub will be accepted which has not been officially signed by the wharf master or official weigher.

Tickets for the derby and the grand drawing are available from Fred Helmer, 252 Carrall street, Sale Counter, main floor, and Prior street ticket office, or may be had by contacting Fred Yates, New Westminster, Local 266; Harold Trafton, Light and Power, Granville street office; Harold Hanson, motorman; Ted Cain, Payroll, Local 385; or Norman Robertson, Employment, Local 275.

Glee Club Winds Up Successful Season

★ Beginning last October, more than 30 male employees began their first rehearsal of the Glee Club season which, under the direction of C. E. Findlater, conductor, has played to service and civilian audiences in aid of troop entertainment and for the benefit of the Head Office Warco committee during the past four months.

At Boundary Bay air force station, the Glee Club, travelling with a small troupe of variety acts, entertained Canadian and British airmen for almost two hours.

Similar entertainments were presented to Army and Air Force stations in the vicinity totalling well over the two thousand mark. Participation meant steady turn-outs to weekly practice over a six-month period which in the case of Transportation men often meant certain loss of hours worked. But some of these attended quite regularly.

Concerts began in earnest after the Christmas holiday when the Seaforth Armouries, Little Mountain Barracks and Abbotsford station were visited. As well as this a special concert was given at the Bay Theatre in aid of the County of London association for the benefit of St. Dunstan's Institute for the Blind.

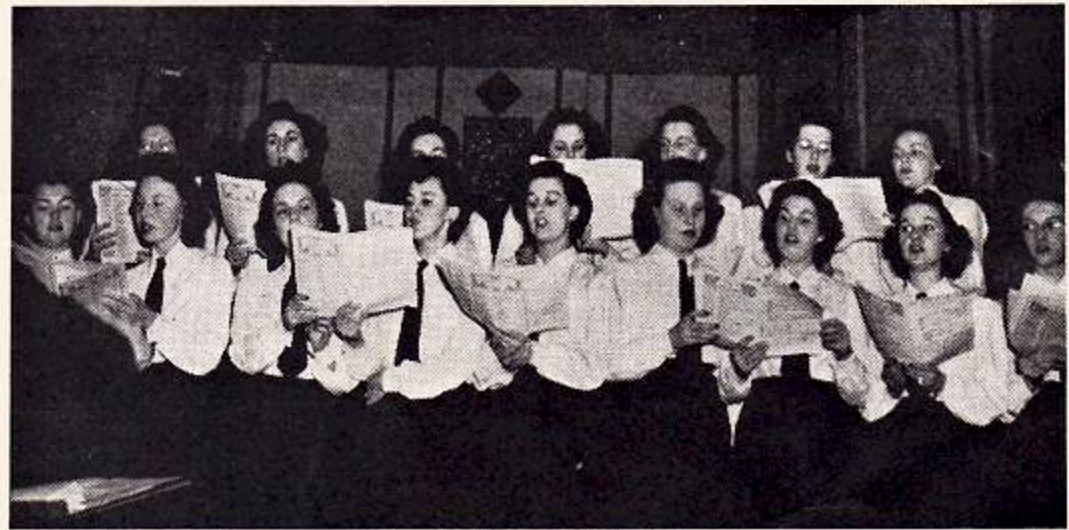
Thanks were expressed for the outstanding work, co-operation of C. E. Findlater for his interest, and also to his Elgar choir which took part in the closing concert of the season which took place at the Peter Pan ballroom.

Proceeds from this concert are estimated to reach between seventy-five and a hundred dollars. These will be turned over to the Head Office War Comforts committee, Jack Kirkhope, president of the club stated.

Committee of the Club includes: Colin Dobell and Len Graham, past presidents; Herb Lloyd, secretary and treasurer; Norm.



GLEE CLUB MEN—Pete McIntyre, Joe Yearsley, Wilf Postgate, R. Lipscombe, Jim Jenkins, Ed Cook, Jas. A. Bell, Jack Fraser, Bert Dobson, Billy Woods, Walter Jackson, Bill Couper. Back row: Len Graham, John Brown, Morris Davey, Fred Mileson, George Watts, Jim Smith, Herb Lloyd, Colin Dobell, Herbert and Jack Kirkhope.



A SECTION of the Elgar Choir, who assisted our Glee Club in the closing concert.

Robertson, business manager, and Morris Davey, librarian.

Special thanks were expressed to Jack Fraser of the Carrall street Gas Works for

his assistance as accompanist for the group during the season. Annual meeting of the club was held at the Social clubrooms on Wednesday, May 16.



HERBERT KIRKHOPE, soloist at closing Glee Club concert, and brother of Jack, who is superintendent of the Carrall street gas works.

Coffee Shop Cameos

By Sarah and Jean

As we go to press, Mrs. Blake and Mrs. Cooper are enjoying a visit with their husbands in the east; and from their last letter are having a wonderful time. If Mrs. Gilbert is walking around with her head in the clouds it's because her husband is expected home shortly. Congratulations to Christine Nailley on her recent marriage; also to Isabel Bosely, who is sporting a nice diamond—her future husband is in the Merchant Navy.

Who is the girl who came to work on Monday and didn't know she was on her holidays?

Our sympathy is extended to Thelma Harding in the recent loss of her young brother in Italy. We welcome to our staff Anna, Violet, Edith, Frances and Madge. Hope you will like us.

Glad to see Jean Brenner and Gladys Crossland back from their sick spell. Sorry to hear Laura and Marie are away sick. Hope you will be back soon.



JACK HOUGHTON, formerly of the Meter Reading and Accounting departments, and now with the Merchant Navy. Jack enlisted July, 1944, and is now on leave. Wishes to be remembered to all his friends.