The Buzzer

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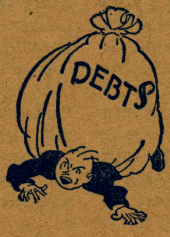
DUMPING DUTIES

South America throws away coffee in ocean and money on shore

OUR knowledge of South America is so limited that we would not know a junta from a mantilla. If a Peruvian were to ask us, "Cum chili con carne mucho peseto caballero fandango allegro," we'd say, "Si, senor," and go right along. For one thing, you won't miss anything that way, although there may be times in S. America that you want things to miss you.

You've probably seen some of these pictures from Brazil showing them dumping coffee into the ocean. This was not a case of a radio coffee advertiser winning a naval battle over his rival, but due to the over-production of coffee in the great republic to the south (of the equator). It appears that they have been dumping a lot of money into the sea in South America. For our authority we have Sir Arthur Salter's book, *Recovery*.



Sir Arthur tells how Brazil some time ago borrowed $25,000,000 for electrifying the Central railway which has not been electrified and $20,000,000 more for a (Rio Clara) water supply scheme which to all intents and purposes was abandoned in favor of another scheme.

In Colombia, the government borrowed $153,000,000 between 1924 and 1928, a large part of which was devoted to constructing a railway to connect two valleys separated by a range of mountains 9,000 feet high. There was no justification for it because both valleys had their own outlet to the sea. An expensive tunnel was started and abandoned, and while this work was going on the federal authorities were building a costly road over the mountains.

What's a few millions between friends?

CANADA, TOO

We in Canada have done our share of throwing public

money around, so perhaps it would not be amiss to do a little figuring before it is too late.

With the exuberance of municipal ownership advocates, vague estimates are made from time to time about the cost of proposed power developments. Two or three million dollars can build a large plant and presto! you are set up in business.

Some new light of a most authentic nature has just been thrown upon power development costs. The annual report of the Ontario Hydro-electric commission, just published, shows an investment of $296 per electrical horsepower of generating rating in the 38 developments of the commission.

That covers everything, not only power plants, but substations, transmission lines, transformers, poles, wires, warehouses, offices, supplies and so forth. All these are parts of a power system, although most estimates are for the power plant alone.

Yet here is a government development costing $300 per horsepower and consisting largely of the cheapest power plants on the continent, at Niagara Falls. Plants in mountainous country are always more expensive.

Warning to Us

Some time ago it was suggested that the City of Vancouver should develop power at the Cheakamus river. Taking 50,000 horsepower as the initial development, there would be, at the rate of $300 per horsepower, a cost of $15,000,000, which is far beyond all estimates we have ever seen expressed.

But let us look at this a little more closely. Large power systems such as that of the Ontario Hydro-electric commission are always less costly per horsepower than small ones. Large power plants are usually more economical to build than small ones. Plants that are developed to their full capacity, either at once or gradually, are less expensive per unit than partial developments. Distribution systems in densely-populated areas are less expensive in proportion to capacity than in sparsely-settled areas. Industrial cities like Toronto call for less investment for distribution lines per horsepower than less industrialized communities like Vancouver.

On the whole, the Ontario figure of $300 per horsepower is much less than would be required in Vancouver for a fully developed system.

As a matter of fact, the power plant itself in most cases does not cost as much as the transmission lines, distribution system and steam stand-by plant.

Move over, Brazil and Colombia, make room on the mourners' bench.

FISHING FARES

Fishermen are advised that on Sundays low rates on the interurban cars make available the best streams in the Fraser Valley. Take the interurban to McLellan for the Serpentine; lower reaches of the Nicomekl from Meridian or Cloverdale; higher reaches from Anderson or Hall's Prairie; Salmon River from Jardine; Little Sumas from Whatcom Road.

WHO'S WHO ON THE CARS

Alex. McDonald,
Motorman No. 165

THERE are a number of Alex. McDonalds among the 900 motormen and conductors on Vancouver city lines, but this Alex. is the flower lover, the man who spends every minute of his spare time in his own garden, in other people's gardens or in the city's gardens and parks business, by virtue of his office of park commissioner.

Motorman Alex. McDonald was born on a farm in Inverness, Scotland, and started early in life working for the North British railway as signalman. He came to Vancouver in 1908 and for two years was employed driving a team for the city.

He started as motorman on the street cars in 1910 and for the past 23 years has operated regularly on Vancouver streets. In 1916 he took an active part in the organization of the South Vancouver Horticultural Society, and from then on has maintained an active interest in public matters.

He served for two years on the police commission and for five years on the council in South Vancouver, and in the latter capacity was responsible for much park development in the municipality.

The five acres of park property grew to 300 acres during Alex's terms of office, and it is well known that his zeal in advocating open spaces for the people was mainly responsible for this result. Memorial Park, at 43rd and Fraser, was largely of Alex's creation, as was also the very pretty and fully improved McDonald Park, situated at 45th and Prince Edward street, and named in his honor.

The absorption of South Vancouver by the city gave Alex. a wider field for his activities, and he is at present a very useful and energetic member of the Vancouver park board.

His gardening enthusiasm has affected many of his fellow employees, and has resulted in the organization of the B.C. Electric Employees Gardens association. The flower show staged in July at the Granville street show rooms was a fine example of what the association can do, and very much of the success of this show was due to Mr. McDonald. His advice on horticultural matters is always there for the asking. He is as much interested in the other fellow's garden as he is in his own, and his great objective appears to be to make Vancouver a city noted for its beautiful private gardens as well as for its public parks and open spaces.

RADIO SHOW

THE second annual B. C. Electric Radio Show will open at the Granville street store tomorrow, September 16, and remain open daily during store hours until the following Saturday, September 23, when the new 1934 models of General Electric, Northern Electric and Stromberg Carlson radio sets, being the three high-class makes carried by B. C. Electric, will be shown.

Besides these new radios, many interesting exhibits have been prepared, the most interesting being that of the Police Bureau of Science. By special permission of the police commission and through the co-operation of Chief Constable Cameron and J. F. C. B. Vance, superintendent, police bureau of science, those who were unable to see this collection of scientific apparatus for detecting crime; relics and other police paraphernalia, at the Vancouver Pacific Exhibition, will have the opportunity of viewing it on the third floor of the Granville street store. Visitors will also see radio equipment similar to that used by the Vancouver Police department for apprehending criminals in quick time. Many of the new radio sets shown are designed so that you can now receive police patrol calls in your home.

Moving pictures on the making of radio tubes of various types will be another attraction. Another interesting display will be that of the evolution of radio from early home-made sets to the models of today. This will be featured in Granville street windows.

For forty days and forty nights
Old Noah drove his ark;
Taking in aquatic sights
And wondering where to park.

That was a long time ago, and today many people solve the parking problem by riding the street cars. If you want to see Vancouver without the trouble of parking, take a ride on the Observation car. It's a two-hour, refreshing trip all around the city. Car leaves the corner of Granville and Robson streets at 10 a.m., 2 and 4 p.m. daily, and the fare is only 35 cents.

A trip to the beaches is still very popular. For English Bay and Second Beach take car No. 2 or 5; Jericho Beach, No. 4, with bus extension to Locarno and Spanish Banks; Kitsilano, No. 12; Stanley Park, No. 2, 5 or 10.

Interurban trains leave Carrall street depot three times daily for all points in the Fraser Valley. New Westminster is reached by interurban train from Carrall street or Davie. The latter goes by way of Marpole.

For North Shore resorts take the ferry and then the Lynn Valley or Capilano street cars.

All points in the Fraser Valley are covered by the fast, commodious motor coaches of the Pacific Stages. Your favorite resort or beach is brought within easy, comfortable reach by using Pacific Stages.