

But no electric company, however owned or controlled, can stop there, and restrict and monopolize transportation in these days. Just as the motor car and motor truck have superseded, or are fast superseding, horse traction, so motor buses, or some improved methods and less noisy means of transportation, are not only likely, but practically certain to supersede the lumbering, heavy, and at times nerve-wracking electric cars.

City councils, like political parties, may, by combinations (no matter how arranged or inspired) try to control a policy or limit a service; but in the long run the public is the master. Just as the community gets as its leaders in public life, *according to its desserts*, either mere politicians, time-servers and limelight-hunters, or men who aspire to earnest community service and statesmanship, so no transient council or transportation corporation, whatever their manipulations and influence, monetary or otherwise, can prevent the wheels of progress from becoming "tired" and then "winged."

ARE CITY AND SUBURBAN MOTOR CARS INEVITABLE?

HOWEVER strong may be the arguments against jitneys using the city routes most frequented by the public, and that at the rush hours selected by themselves, there is no doubt that motor services, whether or not they are called jitneys, between such a city as Vancouver and places five or ten or more miles distant, deserve and ought to be given very different consideration and treatment.

Nowadays time-saving itself justifies ordinary people in seeking, wherever possible, to travel by motor car, and the day has come when a plain but busy man may own a motor car without being accused of snobbishness. Not everyone, however, who wishes to remain honest while working hard, can arrange to own his own car, and it would be unreasonable in any city council or provincial parliament to interfere with the running of motor cars or buses by any man or company for public convenience between cities. It has been suggested that the Vancouver City Council may stop at the city's limits persons or companies now providing such transportation. We think the city council will be well advised not to attempt any such course.

In this connection it was interesting to hear in the provincial legislature at Victoria the other night—or rather early morning—one of those young lawyers, thrice armed with assurance, professional fluency and emphasis, and a majority's passport to the legislative assembly, while arguing for the granting to the city council of the powers of elimination, admit that "he himself used the Blue Funnel—was able to pay twenty-five cents, and made money on it." We believe there are other citizens equally able and certainly willing to pay the twenty-five cents—whether or not they "make money on it"—who should very much prefer, for comfort in travelling as well as for time-saving, to continue to take advantage of the option of travelling by motor car to New Westminster and other points. Should such transportation systems be "held up" at the city limits by direction of any year's council of Vancouver city, we do not think the public should or will allow that council or any other legislative body to prevent for long such options being open to all who choose to travel in that way to and from the heart of the city.

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