



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., AUGUST 10, 1916

No. 3

OUR FINANCIAL CONDITION

By PAUL SHOUP, President

The following is taken from advance figures for the annual report of the Pacific Electric, year ending June 30th, 1916, to the Interstate Commerce Commission and State Railroad Commission, furnished in accord with requirements of the laws:

Total railway operating revenues	\$8,856,796.54
Total railway operating expenses	5,994,611.41

Net revenue from railway operations	\$2,862,185.13
Taxes	\$ 515,556.35

Railway operating Income	\$2,346,628.78
Other income	\$ 37,301.05

Gross income

Gross income	\$2,383,929.83
DEDUCT—	
Interest on bonds and floating debt, bond discounts, rents, etc.....	\$3,205,664.16

Amount by which the company failed to earn fixed charges \$ 821,734.33
The deficit means that the company did not, by the amount of \$821,734.33 have enough net earnings to meet its interest, sinking funds, taxes and other legal, actual obligations.

This does not include anything to the stockholders.

They have never received a dividend; have never taken one dollar out of the earnings.

This situation is one that interests every employe.

Our prosperity, our earnings depend on the earnings of the company.

More money cannot be taken out of a purse than is put in.

Our passenger earnings this year are \$187,496 less than last, notwithstanding the expositions.

What can be done to eliminate this deficit?

Let us see:

1. Directly or through land companies which it owns, the Pacific Electric has a good deal of non-productive real estate. This is now all on the market. The real estate market is not very lively, but sales are occasionally being made. The prices are reasonable. If the values represented by this real estate could all be turned into cash the deficit would be reduced. YOU can help by asking any prospective land purchaser to ask for the pamphlet on the Pacific Electric's

property from any real estate agent or to call on our land agent, Mr. Geo. L. Bugbee, Pacific Electric Building.

2. When any of us hear of any traffic, freight or passenger, that the Pacific Electric can carry let us get it for our company.

We want more industries on our rails, and more passengers on our cars.

3. Educate the public on the jitney question, all the time. You and this company are being unfairly dealt with only because the public is not fully awakened to the unjust treatment the railways and all dependent on them are getting. The jitneys, sightseeing buses, motor buses and motor trucks are being unjustly favored at our expense, because:

(a) The public furnishes them a free road bed; the electric roads pay for theirs and pave the sections of streets occupied.

(b) These carriers are not taxed as we are taxed. When any one says to you that they pay in proportion to the investment, just remind him that the electric roads would be glad to pay a far heavier proportion if the public would furnish FREE road bed and right of way as it does for the jitney bus.

These practically unregulated and lightly taxed automobile carriers took from the net revenues of the Pacific Electric, the last twelve months, money almost equal to the deficit.

We MUST have fair treatment; all we ask is that the automobile carriers, trying to take from us the traffic we are engaged in carrying, should likewise assume the obligations we have to the public and in like degree; taxes, regular service, fixed fares, street paving and maintenance wherever public highways are used, responsibility for public safety and so on.

This company is not in politics. But every employe as a citizen has the right to exercise all the privileges and meet all the obligations which go with citizenship. Each of you has the right to place before any candidate for public favor our side of this question; and the right to educate the public as to our side of any public question affecting us.

4. You, on the firing lines especially, are in position to observe conditions and to make suggestions that will increase traffic or economize by saving waste. Do not hesitate to do this. Our operations are a family

affair; that you are directly and deeply interested in, and you are invited to contribute your observation, your thought to the common good.

5. Our company, like other electric railways, has suffered severely from the obligations to the public.

The question is asked, and rightly: If we are not earning interest on present investments, why do we keep on making improvements?

First. Under the law when we accepted franchises on public highways, we accepted the obligation to pave the section of the street occupied and two feet outside thereof.

Nowadays, if we take such franchises for passenger traffic we ask bonuses from the people benefitted to pay for the paving, but in the old days there were no automobiles, and paving and street reconstruction constituted a small item compared with the present day conditions.

But the obligation is there and we have to face it. And the public is, because of automobile traffic largely, requiring by law that we use concrete road bed, heavy grooved rails and expensive paving. We operate in fifty-four towns and cities in Southern California, so you can see what a tremendous burden it is when all the country is going the limit on good roads.

To reconstruct one mile of double track in Los Angeles and pave it, not including the overhead (poles, trolley and transmission wires, etc), costs under present city laws, approximately \$87,000.

The reconstruction job on Santa Monica Boulevard, now under way, including paving, is costing us \$223,900 for 2.4 double track miles.

The town of Sawtelle has just passed a paving ordinance seeking the expenditure on our part in reconstructing our track and paving it, the sum of \$140,000.

In Pasadena we have spent for paving, and reconstructing lines incident thereto, in three years, the sum of \$380,727.

These obligations were not, by any one, anticipated in any such magnitude or in any such expensive fashion when the franchises were taken years ago by the pioneer builders. They are nevertheless legal obligations and we have our choice of giving up our tracks or meeting them.

The fact that jitneys are allowed by the public to run over the paving paid for by us, without any obligation by the jitney either to pay for paving or its maintenance, merely indicates that the public is not yet fully awake to the injustice it permits.

There are other investments which have to be made because of public ob-

ligations, but you naturally ask: Why do we make yet other investments? Why new lines here and there? Why the elevated in the rear of the Pacific Electric Building in Los Angeles?

All new lines recently built (with one exception where a public obligation several years old existed), have been built only after careful study showed that they would more than earn interest on the investment, in other words, would help the other lines.

And this new construction has justified itself. In nearly every case freight traffic has been the large consideration; and while our passenger traffic has fallen off, heavily, our freight earnings have shown gratifying gains.

In construction such as the elevated back of the Los Angeles station there is a double motive; in part to meet a public need because of Main Street conditions, and in part to be able to give better service and thereby gain more business.

The money for new extensions, elevated and the like, is not a charge to earnings. Only a small part of our reconstruction is.

We are getting this money for such construction from our stockholders, who have faith in the future and faith in your efforts.

Our most serious problem is in competition with automobiles, those privately operated as well as those utilized as common carriers.

The cause is not hopeless. Do all you can to help. We will eventually get equality of treatment with the jitney and the motor truck.

But also lend your thought to the development, especially through your personal relations with the public, of such service as will make the owner of an automobile leave it in the garage while he rides in our red cars.

— PE —

A NEW RECORD FOR REDONDO BEACH

During the month of July 21,231,-816 feet of lumber was handled over the Pacific Electric wharves at Redondo Beach, a total of 1173 cars being used to haul the lumber. So far as we are able to ascertain, this is the largest month's business ever done at Redondo Beach. During the two months, June and July, nearly forty million feet of lumber was moved over the wharves, and this despite the fact that there was a strike of longshoremen and lumber handlers on the entire Pacific Coast. Redondo Beach has always been a non-union port, and living up to its traditions, work was not stopped for a single day at this point.

Acknowledgment of appreciation by the officers of the company is due to those loyal employes, who, despite the pressure brought to bear upon them by representatives of the Longshoremen's Union, remained at their posts, also to those employes of other departments, notably Maintenance of Way men and trainmen, who, when called upon to help out during the rush, responded so enthusiastically in assisting in making the good record

shown above. Such service as this is the highest expression of loyalty.

— PE —

C. M. & ST. P. RY. ELECTRIFICATION

For those to whom it will be of interest, a few facts about the \$12,000,000.00 job of electrification of 440 miles of the Chicago, Milwaukee & St. Paul Railway from Harlowton, Montana, across the Big Belt Mountains, Rock Mountains and Bitter Root Mountains, to Avery, Idaho, are here given:

In December, 1915, one division of the four that constitute the 440 miles, this division starting at Harlowton and ending at Three Forks, 115 miles in length, was put under electric operation, and during April, 1916, electrical operation was inaugurated on a second division of 105 miles in length, which is a continuation of the division above defined. This makes a total of 220 miles at present being electrically operated, and by next November it is expected that steam locomotives will be superseded by electric locomotives on the remaining 220 miles.

Power to operate is obtained from the Montana Power Company, the main source of their power coming from a plant at Great Falls. The 220 miles of track already electrified receives its power through seven substations spaced on an average of about 31 miles, and when the remaining 220 miles is put into electrical operation, seven more substations will be put into service, these being spaced in like manner. The substations receive the electricity at 100,000 volts a. c., and convert it to 3000 volts d. c., which is the highest voltage direct current adopted for railroad work in the world, when it is conducted through feeders to the catenary type of overhead and pantagraph trolleys to the locomotives.

The average passenger train handled weighs about 700 tons, and a passenger locomotive on tangent, level track is capable of making a speed of 60 m.p.h., with such train. There are several grades within the confines of the 440-mile stretch, ranging up to two per cent, the most difficult of these being a 21-mile two per cent grade, and a 49-mile one per cent grade. This latter grade is surmounted by the passenger locomotives with a 700-ton trailing train without a helper. Freight locomotives are designed to haul a 2500-ton trailing train at about 16 m.p.h. on all grades up to one per cent; on two per cent grades the tonnage is limited to 1250 tons.

Aside from the fact that the electric locomotives have a greater pulling capacity than the steam engines, there are other advantages claimed; namely, the regenerative braking feature—the motors on down grade become generators, which absorb the energy of the descending train and convert it into electricity, thus restricting the train to a safe speed down grade and at the same time returning electric power to the trolley wire for use by other trains on the ascending grade. This calls for some

foresight on the part of the train dispatching force, as maximum efficiency can be effected by having one train descending the grade at the same time that another train is on the up grade.

This effective means of braking causes uniform speed on down grades, and a consequent increase in comfort to passengers and minimized wear and tear on equipment. A saving in power consumption of about 15 per cent is also credited to the regenerative braking feature. Another advantage of the electric locomotive is the elimination of delays caused in winter by the loss of steam and freezing of steam locomotives.

The operation of this electrified line is being watched with great interest by other transcontinental lines, and if the success anticipated is attained it is expected that others will follow the lead of the Milwaukee.

— PE —

BASEBALL

The Pacific Electric Trainmen's ball club has been suffering on account of heavy Sunday business, making it necessary for a large proportion of its regular line-up to work in handling passenger business on Sundays, instead of playing ball. This accounts for the failure of the team to win all the games it has played recently. This team has been meeting some strong aggregations and has suffered defeat at the hands of the Alhambra, Tustin and Sherman teams, but won the game against Huntington Beach on July 23d, by a score of 14 to 5.

H. R. Grenke reports concerning the Pacific Electric Office Baseball team, that after getting away to a poor start in the Saturday Afternoon Valley League, the team has been playing fast ball. On Saturday, July 8th, it defeated the speedy Alhambra nine by a 5 to 2 score, they being at that time the league leaders. Since then the office men have won three out of four games played, including a double header from the Y. M. C. A.

The Pacific Electric baseball club was defeated at Arlington Sunday, July 23rd, by a score of 8 to 7, the game lasting eleven innings. The P. E. boys suffered greatly from the heat—it was only 104 in the shade that afternoon, and there was no shade in the outfield. The P. E. club tied the score in the ninth inning, but lost out in the eleventh. This makes one victory for each club; the deciding game will be played later.

The game at Patton July 16th was won by our team, after a hard-fought battle; score, 3 to 1. The feature of the game was the pitching of Schulte of the Pacific Electrics. The game was witnessed by a large crowd of fans.

— PE —

Scene—In church.

Time — Collection plate being passed. Three people in one pew each drop in a nickel.

Collector, leaning over, whispers—"Transfers?"

THE SIXTEEN HOUR LAW

By FRANK KARR, Chief Counsel

As one branch of the "Safety First" campaign that has been going on continuously for years, a brief statement is presented with reference to the statutory prohibitions against railroad trainmen being permitted to work more than sixteen hours in any twenty-four-hour period.

The object of these regulations is the protection of railroad employees and of passengers and property entrusted to railroads for carriage; and to reduce the hazard of accident by eliminating the possibility of unfitness for duty of men who have endured excessive periods of continuous, unbroken service, without intervals of rest, and thereby reached and passed the limit of human endurance, and compelling those who are in control of dangerous agencies to take a stated period of rest and recreation, resulting in better and more efficient service for all concerned.

The Congress, by Section 8, Article 1 of the Constitution of the United States, is authorized, among other things, to "regulate commerce with foreign nations and among the several states and with the Indian tribes."

This power has been exercised for the last thirty years and regulations have been enacted from time to time, such as the "Act to Regulate Commerce," the "Safety Appliance Acts," the "Accident Reports Act," "Medals of Honor Act," "Hours of Service Act," the "Transportation of Explosives Act," and the "Block Signal Resolution."

By Section 2 of the "Hours of Service Act," it is made unlawful for any common carrier, its officers or agents, subject to the Act, to require or permit any employee subject to the Act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever such employee shall have been continuously on duty for a longer period than sixteen consecutive hours, he shall be relieved and not required or permitted to again go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four-hour period, shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty.

In this statement no consideration will be given to special classes of employees, such as telegraph operators or dispatchers.

The "Hours of Service Act" prescribes a penalty, for requiring or permitting any employee to be or remain on duty in excess of the periods above set forth, which shall not exceed five hundred dollars for each and every violation, to be recovered in a suit to be brought in the District Court of the United States within one year after the violation occurred.

An exemption is provided in cases of casualty or unavoidable accident or the act of God, or where the delay was the result of a cause not known to the carrier or its officers or agents in charge of the employee at the time the employee left a terminal and which could not have been foreseen; and a further exemption in the case of crews of wrecking or relief trains.

By administrative rulings, the scope of the Act has been construed by the Interstate Commerce Commission to extend to all employees of common carriers who are engaged in or connected with the movement of any train carrying interstate traffic, and has been interpreted by administrative ruling to include electric street car lines which are interstate carriers, and while the Act does not specify the classes of employees that are subject to its terms, by administrative ruling it has been defined to include all employees engaged in or connected with the movement of any train handling interstate commerce, and includes train dispatchers, conductors, motormen, engineers, telegraphers, firemen, brakemen, baggage men, yard men, switch tenders, tower men, block signal operators, and all others connected with the movement of trains carrying interstate commerce.

The State of California has enacted a statute embodying practically all provisions of the "Hours of Service Act" enacted by the Congress, and it is made unlawful to require or knowingly permit conductors, motormen, engineers and firemen to be or remain on duty for a longer period than sixteen consecutive hours, and also requires that when such employee shall have been continuously on duty for sixteen hours, he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty, and provides that no such employee who has been on duty sixteen hours in the aggregate in any twenty-four-hour period, shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty.

The Interstate Commerce Commission administrative ruling with reference to deadheading, is as follows: (74)

"Employees deadheading on passenger trains or on freight trains and not required to perform, and not held responsible for the performance of, any service or duty in connection with the movement of the train upon which they are deadheading, are not while so deadheading "on duty" as the phrase is used in the Act regulating the hours of labor."

This ruling with reference to deadheading qualifies and must be considered in connection with Ruling 287b issued by the Interstate Commerce Commission as follows:

"The requirement for ten consecutive hours off duty applies only to such employ-

ees as have been on duty for sixteen consecutive hours. The requirement for eight consecutive hours off duty applies only to employees who have not been on duty sixteen consecutive hours, but have been on duty sixteen hours in the aggregate out of a twenty-four-hour period. Such twenty-four-hour period begins at the time the employee first goes on duty after having had at least eight consecutive hours off duty. The term "on duty" includes all the time during which the employee is performing service, or is held responsible for performance of service. The employee goes "on duty" at the time he begins to perform service, or at which he is required to be in readiness to perform service; and goes "off duty" at the time he is relieved from service and from responsibility for performance of service."

To illustrate: An employee of a railroad company engaged in some service in connection with the operation of trains can go on duty at 6 a. m. Monday, and if he works continuously, may work until ten o'clock p. m. of the same day, and when he goes off duty, he cannot resume his work for ten consecutive hours, or until 8 a. m. Tuesday. If the above-mentioned employee going to work on Monday morning at 6 a. m. does not work continuously but works say six hours, or until 12 m. of Monday and then lays off for two hours and then goes to work at 2 p. m. Monday, and works continuously ten hours or until 12 m. Monday, when he will have completed sixteen hours of work in the aggregate in the twenty-four-hour period, he must then take eight consecutive hours off duty and not return to work before 8 a. m. Tuesday.

The object of these acts, of course, is to promote safety, and the man engaged in train service cannot avoid the effect of the Act by working sixteen hours in the train service and then working an hour or two in some other branch of railroad service and thereby work eighteen hours a day, nor can he by changing the character or the service, if he works sixteen hours in any one day but works part of the time in the train service or in some branch connected with the train service, avoid the necessity of taking ten consecutive hours of rest before returning to work.

As was aptly remarked by a Federal Judge in a North Dakota case:

"We are still more or less under the spell of the old idea that care is wholly a matter of will. No truth of science, however, is better established than that fatigue is not simply a matter of muscles but that it involves nerves and brain as well, and extends to all faculties of the mind itself. It produces psychological changes which deaden the will and impair the senses of sight and of hearing. It is as truly a physical cause of accident as are open switches and broken rails."

So it would seem, as a matter of common interest, that not only the employer but the employee should exert every energy necessary and observe every precaution to avoid violating, either intentionally or unintentionally, the laws of the land with reference to the hours of service. I have no doubt but that most of the violations of this Act are committed by the men themselves through carelessness or ignorance, but it is a matter which every man engaged in the train service, as outlined in the statute, should bear in mind constantly.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

Aug. 10, 1916

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employes. Items of general interest are solicited and should be addressed to THE PACIFIC ELECTRIC MAGAZINE, Pacific Electric Building, Los Angeles. Contributions should reach this office not later than first of each month.

"There is a time in every man's education when he arrives at the conviction that envy is ignorance; that imitation is suicide; that he must take himself for better, for worse, as his portion; that though the wide universe is full of good, no kernel of nourishing corn can come to him but through his toil bestowed on that plot of ground which is given to him to till.

The power which resides in him is new in nature, and none but he knows what that is which he can do, nor does he know until he has tried."—Emerson.

"It often is said that a man is known by the company he keeps; equally true is it that a company is known by the men it keeps. If a company whose aim in life is to sell to the public transportation facilities offers cars manned by crews which do not look properly after the safety and comfort of the passengers, then that company cannot hope to draw to its lines any great number of satisfied, regular patrons."

A movement is under way to organize a Pacific Electric Rod and Gun Club. More than sixty have already signed up and the charter roll is open. A committee is looking up shooting grounds, and before the next issue of the magazine the club will have passed the organizing stage and be one of our established institutions. If you are interested, send your name to L. R. Spafford, 209 P. E. Building, who will see that you are notified of any meetings which may be held.

The General Purchasing Agent has issued a circular to heads of all departments suggesting that purchases of supplies or materials in emergency be made of those firms or merchants who are patrons or friends of the Pacific Electric instead of with those that are aiding or encouraging jitneys or bus lines. This is in line with the action a large number of employes of the company took early in the fight against the jitneys concerning their personal purchases. Undoubtedly every effort of this kind has its effect and we expect soon to see public sentiment for the proper regulation of these irresponsible common carriers so strong that it cannot be ignored. To that end we should not relax our vigilance.

In a series of talks on "How to Treat the Public," a prominent Eastern railway official has said many things worth while and better than saying, has done much to bring about a better feeling between his company and the public, but none of his sayings has carried more food for thought than his remarks on the subject of "anger." Among other things he says: "Do not get angry under any circumstances. Remember, if you are in the wrong, you can't afford to get angry; if you are in the right, you don't need to get angry. When a man gets angry he discounts his ability heavily. For his own personal good and the strengthening of his character, every railway employee should cultivate the art of smoothing things out—truly more satisfactory than to end the run of a day with some useless altercation with a patron rankling in his mind and filling his hours off duty with worry." Verily, "a soft answer turneth away wrath," and leaves our hours of rest untroubled by recollections of unpleasant, disturbing incidents.

A western street car company appeals to the public to judge its trainmen by the courtesy of the majority instead of by the exception. Unfortunately that is not the manner in which the public forms its judgment. The one man who has a surly disposition, repelling all who come in contact with him, may make more positive enemies for himself and the company he represents, than twenty men can turn into friends. The one day on which you get out of bed the wrong way, or have trouble with your digestion, may unmake all the friendly ties you have started in a month of smiling courtesy. As a rule, the people with whom we come in contact reflect what they see in us, unconsciously. "It's the song that you sing and the smile that you wear that make the sun shine everywhere." In our contact with the public we must always extend the full measure of courtesy, unceasingly, and unintermittantly if we expect the sun to shine in our vicinity. There is nothing which returns such high dividends so promptly and so regularly as courtesy.

HENRY OTIS BLAIR

It is with regret the death of Henry O. Blair is recorded. For fourteen years he has worked as motorman on the Northern Division, having entered service June 16, 1902. The major portion of his life was spent in railroad work. His death occurred July 25th, following a surgical operation. Loyal employe, faithful friend, he will long be remembered by his associates whose sympathy is extended to the members of his family in their bereavement.

ANOTHER COMMENDATION

The following, from a member of the Los Angeles County Board of Supervisors, further shows the far reaching effect of courtesy, our watchword, even to those beyond the person to whom directly extended.

Mr. Paul Shoup,
President Pacific Electric Railway Co.,
Los Angeles, California.

Dear Mr. Shoup:

As one frequently hears of protests on account of the conduct of Motormen and Conductors of street railways, I wish to call attention to a case of the other kind.

On the Pasadena Short Line this morning, a passenger who desired to get off at Oak Lawn was carried on to Mission Street, and protested to the conductor. The latter, whose number is 92 (W. R. Morrow), very courteously told him that he had been watching for him, but was under the impression that he was to get off at Mission Street, adding: "I am sorry," with a courtesy that fully satisfied the passenger.

I think you are very successful generally in securing civil and even courteous treatment for your patrons.

Very truly yours,
(Signed) JOHN J. HAMILTON,
Supervisor First District.
Los Angeles, Cal., July 19, 1916.

More and more the thinking people of our state are seeing the menace to the substantial upbuilding of the country in the unrestricted operation of jitneys and motor trucks. The following, from the columns of the Orange Post of July 7th is full of meat:

Southern Pacific officials are of the opinion that if the vehicle competition continues to increase the railroad carrying business will be confined principally to the through traffic. With the electric roads it is different, and there are numerous transportation men who declare that it will be impossible in the future to finance any other electric road in the state—(Santa Cruz Sentinel.)

Did you ever see a jitney owner or company construct a mile of road to reach a community that needed transportation, let alone keeping a road in repair or maintain a service to a thinly settled portion of a city to help build up a new addition?

No, they wait until the road is built at public expense, and then use it for commercial purposes at no cost to themselves and to the detriment of the road.

These vehicles for private gain should no more be allowed to tear up a public road without compensating the county than a railroad would be allowed to use a road grade for its right of way. Both of them are common carriers in the same line of business and should be under the same regulation. Industrial development and inter-urban traffic is being held up as it is assured no protection from unregulated competition after millions are spent.

ACCIDENTS IN JULY

The warm weather usually brings an increase in the number of accidents. This is due undoubtedly to the large number of automobiles on the streets, and increased number of cars and people handled on the railroads. However, our statement for July, 1916, compares favorably with that for the same month last year:

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916-1915	1916-1915	1916-1915	1916-1915	1916-15	1916-15	1916-1915	1916-1915
Interferences with vehicles..	71	66	24	45	37	42	7	3
Collisions and interferences with cars.....	4	4	8	7	6	2	0	1
Persons struck by cars.....	2	2	4	1	4	3	0	1
Derailments	8	3	7	17	9	5	0	0
On and off moving cars.....	20	32	14	25	32	19	0	4
Miscellaneous	27	12	33	20	22	39	3	9
	138	119	90	115	110	110	10	18
	I. 19		D. 25				D. 8	
			1916		1915			
Interferences with vehicles.....			145		156		7.1%	Decrease
Collisions and interferences with cars.....			18		14		22.2%	Increase
Persons struck by cars.....			10		7		30.0%	Increase
Derailments			24		25		4.0%	Decrease
On and off moving cars.....			66		80		17.5%	Decrease
Miscellaneous			85		80		5.9%	Increase
			348		362		3.9%	Decrease

GET A TRANSFER

If you are on the Gloomy Line,
Get a transfer.
If you're inclined to fret and pine,
Get a transfer.
Get off the track of Doubt and Gloom;
Get on a Sunshine Train; there's room.
Get a transfer.

If you are on the Worry Train,
Get a transfer.
You must not stay there and complain;
Get a transfer.

The Cheerful Cars are passing through,
And there is lots of room for you,
Get a transfer.

If you are on the Grouchy Track,
Get a transfer.
Just take a Happy Special back;
Get a transfer.

Jump on the train and pull the rope
That lands you at the station Hope.
Get a transfer.

—The Booster.

IMPROVEMENTS

The expenditure of \$2,000.00 for section houses at San Bernardino has been authorized.

— PE —

Plans are being made for a freight station for Pomona, to be located near Fifth and Garey avenue.

— PE —

The paving of Seventh street, Long Beach, between American and Pine avenues, has just been completed.

— PE —

New station at Arlington was completed July 20th and Agent J. W. Mee was checked in on that date.

— PE —

Extension of the Broadway, Glendale, Line was completed July 31st and operation commenced August 1st.

— PE —

A spur track to the Rivera Fruit Association packing house, on the Whittier Line, has recently been completed.

— PE —

Approval has been given for the construction of a Type E concrete station at South Los Angeles, on the Redondo Beach via Gardena Line.

The largest paving and reconstruction job we have had recently is just being completed on Santa Monica boulevard, in Los Angeles.

— PE —

Reconstruction of tracks and paving on Western avenue, from Santa Monica boulevard to Hollywood boulevard, is just being finished.

— PE —

Authority has recently been given for the construction of a track scale and sidings at Puente Largo, at an estimated cost of \$17,460.00.

— PE —

A curve connection is now being installed between the Colton Line and the Riverside-San Bernardino Line, at Ninth and J streets, Colton.

— PE —

A spur track to beet dump of the Santa Ana Co-operative Sugar Company has been completed at Airville, on the Santa Monica Air Line.

— PE —

The Bridge Department has commenced the cofferdams for foundations of the Santa Ana River bridge on the Redlands Line. The new bridge will consist of three 100-ft. steel trusses.

— PE —

Spur track at Taylor street, on the Corona Line, to a new beet dump of the American Beet Sugar Company, was completed on July 28th, and immediately put in service.

— PE —

The track department is to have seven new gas motor section cars. These are certainly an improvement over the old hand car and make the trackmen independent of train service.

— PE —

Special work for a curve at Fourth and Main streets, Santa Ana, between the Santa Ana and Orange Lines, is now being fabricated, and as soon as completed, will be installed. When this curve is in, through service to Orange from Los Angeles will be started.

A short siding is being installed at Willowville for local cars turning at that point. This will take them off the main line and make operation safer and quicker. This is the result of a safety suggestion from the Southern Division Safety Committee.

— PE —

The new housekeeping cottages at Alpine Tavern were completed and opened to the public July 22d. These cottages are completely furnished and rented at moderate rates. A store is operated in connection, where all kinds of supplies may be purchased.

— PE —

On account of there being no longer necessity for them, spur tracks at Santa Ana River, on the Redlands Line, Santiago Creek, on the Orange Line, and V. D. Reduction Company plant at Echandia Junction, have been abandoned and removed.

— PE —

The connection at First street and Lacadena Drive, between the Riverside-San Bernardino Line and the Riverside, Rialto and Pacific, is well under way. When this is completed, freight business between Colton and Riverside will be handled over this connection to Market street.

— PE —

Among the recent improvements, one which is of particular interest to trainmen, is the trainmen's room at Hill Street Station, which was fitted up in connection with the rearrangement of station facilities at that point. About ninety men are now working out of Hill Street Station, and this new room is a great convenience.

— PE —

The Maintenance of Way Department is just completing the installation of a curve connection at Third street and Santa Monica boulevard, at Santa Monica, between the Sawtelle Line and the Third Street Line. When this is completed, Venice Short Line trains will be operated around a loop from Utah Avenue Station, Santa Monica, instead of turning on Ocean avenue.

— PE —

Arrangements are under way for the Southern Pacific to use Pacific Electric track between Huntington Beach and Newport Beach jointly. Since the Southern Pacific track was washed out last January, no effort has been made to rebuild it, and as the traffic is light, one track can take care of the business of both companies. Staff machines are to be installed as on other joint tracks.

— PE —

Track on Ocean avenue, Santa Monica, between Santa Monica boulevard and Colorado street, is being reconstructed and paved. Ocean avenue, its entire length, has recently been paved by the City of Santa Monica, and this is one of the finest thoroughfares on the system, running, as it does, from the center of Santa Monica along the Palisades to Santa Monica Canyon, with the magnificent ocean view through the park on one side and handsome homes on the other side.

AFFECTS THE POETIC MUSE

Over on Superintendent Groftholdt's division there are many spots calculated to stimulate romance, music and song, but it remained for the appearance of a prosaic improvement at Corona to arouse the bard of "circle city" to poetical effervescence and lyric praise of our agent and station there:

If a neat little, sweet little depot you'd see,
Take a run down to Third Street and see
the P. E.
It's as cozy, as clean, and as cool as can be;
It's a credit to town, you can take it from
me.

You'll meet Mr. Bonser, the agent, no
doubt;
Who'll be proud and delighted to show you
about;
And his clerk, Mr. Gould, finds sufficient
to do,
For the business is brisk though the build-
ing is new.

There's a waiting room, spacious, with
plenty of seats
To accommodate patrons for all the large
"meets,"
Such as picnics, excursions, reunions and
fairs,
With an office below and another upstairs.

Then this office, itself, is convenient and
large
Which delights the officials who have it in
charge.
While the freight room, extending away
in the rear
Is the size of the battleship "Maine," very
near.

It's a fine little depot, we're glad that it's
here;

It will serve many uses, for many a year.
And may all the agents who serve the P. E.
Be as courteous and nice as our friend, Mr.
B.

E. H. S.

PERSONALS

Mr. J. W. Mee, for sometime past
connected with the ticket office at
Main Street Station, Los Angeles,
has been appointed Agent at Arling-
ton.

Mr. W. H. Dempster, manager of
the Trolley Trip Dept., has been
granted leave of absence, and with his
family will spend a few months in
Denver.

Mr. Mort Stewart, assistant cashier
of the Terminal Freight Dept., as well
as director of the P. E. Band, has
gone to Catalina Island for a well-
merited rest.

Mr. J. M. Shea who has been Sta-
tioner for the past five years has
been promoted to Purchase Bill Clerk
in the general storekeeper's office.
Mr. E. A. Gilks has been appointed
Stationer.

Mr. W. J. Bohon, Superintendent
of the R. R. & P. division of the
Pacific Electric and General Manager
of the Riverside, Rialto & Pacific R.
R. has had another title and more re-
sponsibility put upon him by becom-
ing General Manager of the Glen-
dale & Montrose Ry. which has been
purchased by the Great Western Im-
provement Co. of San Francisco.

Mr. J. B. Rowray, formerly super-
intendent of the Northern Division,
who has for the past five years been
Superintendent of the Northern Elec-
tric Ry. at Chico, Cal., has just been
appointed General Manager of that
road.

Mr. Dale Dempster has been
granted leave of absence and has
taken to the tall timber and rocks of
Colorado for a season. His place as
Ticket Stock Clerk has been assumed
by Ray L. Brainard, Assistant Ticket
Agent at Hill Street Station. Nor-
man Sewell transfers from Main
Street Ticket Office to Hill Street
Station as assistant agent.

Superintendent of Employment,
Mr. A. R. Dimick, says that he has
demonstrated that the Dimick family
is more patriotic than any other he
knows about. This statement is
based on the fact that two of his
children were born on July 4th and
the other on Washington's Birthday.
Little No. 3 came last Fourth of July
and is trying to live up to the date.

Mr. C. S. Swartz has been appoint-
ed chief clerk of the General Store-
keeper's office vice Mr. G. E. Stock-
well, resigned. Mr. Stockwell who
was Store keeper for the Los Angeles
Pacific Ry. and since the consolida-
tion, chief clerk in the store depart-
ment, resigned July 1st to accept a
position as Storekeeper with the Na-
tional Electrolytic Co. at Niagara
Falls, N. Y.

Mr. I. C. Wood, sub-station opera-
tor at Arcadia, has for several
months been working on a miniature
train of the 1200-class, and expects
to complete it in about two months.
It will be a fine companion piece for
his miniature freight train, finished
some time ago, but of a far higher
type of workmanship, and when com-
pleted will be placed on exhibition at
Main Street Station. Full description
of this fine piece of mechanism will
be given in a later number of the
Magazine.

PICNIC

The Picnic Committee of the Pacific
Electric Family will be called together
in a few days for the purpose of per-
fecting plans and organization for the
coming picnic. The date has not been
definitely settled, but it will be in the
first or second week in September.

This picnic is becoming more popu-
lar every year, and no sooner is the
picnic over before the question is
passed around—When is the next pic-
nic going to take place?

It is said that several Tug-of-War
teams have been practicing for
months and are out for blood.

Look out for surprises this year.
The picnic is going to be better than
ever.

Ample notice will be given of the
date so that everybody can make
preparations to go and have a good
time.

WOMAN'S NEW FIELD

The following from the Electric
Railway Journal's London corres-
pondent is of interest. The great
war is forcing new conditions which
normally might never arise, or at
least be postponed many years:

"The woman conductor continues to
arouse the admiration of all who come in
contact with her, and officials of the big
cities are unanimous in singing her praises.
The woman conductor on the London omni-
bus has also proved a great success, even
though her work is, to a certain extent,
more arduous than that of her sister on the
tramway, involving, as it does, climbing
the stairs of a moving vehicle the top
of which is open. The women conductors
have to work practically the same hours
as the men. They continue uniformly cour-
teous, persevering and patient even in the
face of annoyances. Many managers of
tramways, indeed, go so far as to say that
the women make fewer mistakes than the
men, and collect more fares, and that there
are fewer complaints against them. The
woman conductor, therefore, has become
popular not only with the traveling pub-
lic, but also with her employers, both mun-
icipal and company. It might be interesting
to state the number of women employed in
a few of the largest cities. Glasgow, for
instance, employs 1200; Birmingham, 700;
Liverpool, 300; Sheffield, 600; Leeds, 400;
while Salford, Aberdeen and Manchester
each employs between 200 and 300. In
Leeds there will soon be not more than fifty
men conductors left, and as the average
weekly wage earned by the women is now
in the vicinity of 30s (\$7.50), there are still
plenty of applicants for vacancies. While
the women drivers in Glasgow continue to
prove successful, it is not likely that wo-
men will be employed to run cars on the
London tramways, as the chief commis-
sioner of police has stated that he is not sat-
isfied that women can safely be licensed to
drive a tramcar or a motor bus in the
metropolis. He previously refused to allow
women conductors to be employed until
pressure became too great for him.

THIS IS REAL SERVICE

Thursday afternoon a gentleman walked
into the store of the Corona Hardware com-
pany on Main street and asked to be
shown a shotgun. The customer was rather
partial to a certain make which the firm did
not have. He was informed that if he
wanted this particular gun they could get
it for him, but the customer said that they
needn't bother as he wanted it for the fol-
lowing day. He was then told that he could
have it the following morning. It was then
4 o'clock in the afternoon. The customer
agreed to take the gun if the hardware com-
pany could get it in that time. One of the
members of the firm telephoned to Los An-
geles and ordered the gun, requesting that it
be shipped at once.

The customer called at the hardware store
at 7 o'clock in the morning and the gun he
wanted was delivered to him.

The Los Angeles firm had shipped the gun
over the Pacific Electric line and it had
reached here in record time.

This is the kind of service the Corona
Hardware company is building business on
and it is safe to say this customer will not
hesitate to order goods through this store
hereafter when he wants anything in their
line. He knows if they do not have it
already they will get it for him while he
sleeps.—Corona Independent.

The customers of the Pacific Elec-
tric know they can depend on our
service, and this is the basis on which
our business is being built up.

PRESENCE OF MIND

"Did you get damages for being
in that street car collision?"

"Sure! A hundred for me and
fifty for my wife."

"The missus? Was she hurt, too?"

"Not in the crash, but I had the
presence of mind to fetch her one on
the head with me foot."—Popular
Science Monthly.

BAND NOTES

One of the most pleasant evenings of the month of July was spent in the Sunset room of the Pacific Electric building, Friday night, July 28, when the Pacific Electric concert band under the directorship of C. Mort Stuart played the following program:

- 1 March—The Fairest of the Fair... *Sousa*
- 2 Overture—Light Calvary... *T. V. Suppe*
- 3 Cornet Solo—Selected... *Ralph Beagle Mascot*

- 4 Selection—Little Boy Blue... *H. Bereny*
- 5 Novelette—A Garden Dance... *G. Vargas*

INTERMISSION

6. Waltz—Sunnyland (Dear California)
E. M. Rosser
7. Pilgrims Chorus—Tannhouser... *Wagner*
8. A New Flower Song—Water Lillies...
F. J. St. Clair
9. Grand Selection—Faust... *Gounod*

Mr. Burnett was called upon to make a presentation speech for the members of the Band, and giving a very interesting review of the band's progress in the last three years, presented to Mr. E. C. Thomas, General Agent of the company, a solid gold Waltham watch, chain and locket, as a remembrance of the appreciation by the members of his interest and friendship toward the band.

It was a complete surprise to Mr. Thomas, and for a minute all words seemed to have left him when called upon to respond to Mr. Burnett's eloquent and masterful speech, but finally recovering, he feelingly expressed his appreciation of the gift and far beyond the intrinsic value, the spirit that actuated its bestowal.

There was a large crowd present including most all of the officials and to judge by the applause of the different numbers on the program, everyone enjoyed the concert immensely, and all had a grand time.

Our big band had an outing at Skyland recently, and reminiscently Mort Stuart, the director writes thereof the following scenario, entitled "The Bandmen's Adventure."

ACT I.

Scene 1. P. E. Depot, Sixth and Main Streets. Time 9 o'clock Saturday morning, July 22, 1916. All aboard, 36 strong, the members of the famous Pacific Electric concert band boarded the elegant Orange Empire Trolley Special and after one hour and fifty minutes of the swiftest and grandest trolley ride in Southern California, was heard the call "all off for Riverside."

Scene 2. The band paraded the main streets and serenaded the newspapers in the cool breeze of 199 in the shade and finishing in the Mission Inn dining room, where under the shade of the beautiful palms and verandas the band partook of the cool drinks and a delightful luncheon to the accompaniment of the Spanish singers and dancers.

Scene 3. Same as Scene 2. Place, San Bernardino. Temperature 198 degrees (no shade).

ACT II.

Scene 1. Scene Skyland, a beautiful mountain resort. After climbing by motor truck to the elevation of 5,000 feet over the famous switch

back, and through beautiful Waterman Canyon, we arrived at Skyland just before sunset, very dirty and dusty and with a burning thirst. We immediately found our way to the clear, ice cold mountain stream from the spring, which cannot be compared to the fine Los Angeles water. (Business of much laughter.)

Scene 2. Iron Springs. (Very dramatic.) Many long to drink from this grand and most popular spring located high up on the sunny side of the mountain from the camp, which necessitates a terrible and dangerous climb to reach. Many reached the spring, but sad to relate, they all failed to get a drink on account of the springs being too rusty.

Scene 3. Midnight. Dutch band goes forth awaking the entire camp by its classical (?) selection "Oh, Where is My Little Dog Gone?" until overpowered and forced to retreat to its barracks, where they then let down the tents on their fellow bandmen for even making a pretense at sleep.

ACT III.

Scene 1. Little Bear Lake. Sunday morning the trip to Little Bear was taken by the entire band. Although we didn't have time to catch the bear, we saw several wading in the lake. (Can you guess what kind?) We returned in time for the concert in the afternoon.

Scene 2. A long trail. Leaving Skyland at Sunset we were able to view the most wonderful changing of colors on the mountain and finally reaching Los Angeles, all joined in thanking the company for the grandest of all our band trips. All sleepy and tired, the band gave three cheers for the P. E.

Slow curtain.

— PE —

IN THE HOSPITAL

Following is a list of our fellow-employees who are in the Crocker St. Hospital. Why not drop down and cheer them up? Visiting hours both afternoon and evening: Alex. Stuart, J. Strang, C. H. Burbank, N. B. Hobble, L. B. Stephenson, Frank Richardson.

— PE —

JUST LIKE THE OTHERS

"I caught the street car conductor who owes me money on the car last night."

"Did you get your money?"

"No. He did the same thing my other creditors do."

"What is that?"

"Put me off."—Birmingham Age-Herald.

— PE —

Burton was "Trimmed"

Foreman Burton on Redondo Wharf No. 3, the other day, sent a new lumber handler to the store room with instructions to get the adz. The man returned promptly with a bundle of lumber company placards saying these were the only ads he could find. Burton passed the cigars.

ECONOMY IN THE USE OF POWER

One of the largest single operating costs to the Pacific Electric Railway Company is for electrical energy. And it may be generally stated that this item has received less consideration from the employes as a whole in complying with the urgent request for economy than any other.

Carelessness in the use of electrical energy may be attributed to the general impression which prevails, that the rate paid per kilowatt hour is low and hence if a little electrical energy is wasted here and there, whether it be in the operation of the cars, the shops, or along the line, that the loss involved is immaterial. This impression, however, is in error; also the fact is apparently lost sight of that there is the additional cost to transmit the electrical energy from the various delivery points to the numerous substations and there transform and convert the energy to make it available for use, which must be added to the first cost.

Electrical energy is supplied to the Pacific Electric Railway system by the several power companies in the form of alternating current, 50 cycles, 15,000 volts, at 12 delivery points and from these main delivery points is distributed to 44 substations. At the substations, the energy is stepped down to 2200 volts a.c. by means of transformers, and then converted to normal trolley voltage, i.e., 575 volts direct current, by means of motor generator sets. There are exceptions to this procedure in several of the stations where later type of machines have been installed, the motors of which are built to withstand the 15,000 volt a. c. direct, thus eliminating the use of transformers. On that section of the San Bernardino line between Hayes and San Bernardino, including the Pomona line from Lordsburg to Ganesha Junction, the San Dimas line from Lone Hill to Quarry Canyon, and from Upland Junction to Ontario, the normal trolley voltage is 1200 volts.

Attention is thus drawn to the fact that after the electrical energy is purchased it has a long path to traverse before being available for use at the cars, in the shops, or for the other numerous uses that it may be put to. And in this rather complex journey nearly fifty per cent of the energy is lost. This has the effect of practically doubling the first cost per kilowatt hour.

By calling attention to this phase of the power matter, it is hoped that more attention will be paid to the economical use of the electrical energy and that the "JUICE" will be given a chance in our concerted efforts to economize.

L. H. APPEL.

— PE —

Urban—"What do you miss most since moving to the country?"
Rural—"Trains."

SERVICE CHANGES

Effective July 28th, Air Line service was extended from Culver Junction to Palms, cars running hourly.

On August 10th the fare between Pasadena and Lamanda Park is reduced to five cents, without transfers.

On July 17th time table No. 5 was made effective on the Riverside-Redlands Line, schedules on this timetable being about eight minutes shorter than on the old timetable.

Another increase in Seal Beach service from Long Beach was made August 1st. The popularity of Seal Beach seems to be increasing, and it is our pleasure to carry the people where they want to go.

A 30-minute local service was put on between Redondo and Center street, Manhattan Beach, operating between the Redondo via Del Rey Line trains, on July 25th, for the benefit of summer visitors at these popular beaches.

August 1st the new double-track line on East Broadway, Glendale, was turned over for operation by the Engineering Department. The new terminus of the line is one-half mile east of Glendale avenue. All Broadway cars run through to this point.

Effective August 1st an additional train is added on the Pasadena-S. P. Seaton Line, making connection with the Owl from San Francisco, for the benefit of Pasadena patrons and also a train inbound from Pasadena in the afternoon connecting with the Owl northbound.

On July 15th the San Pedro via Gardena Line was extended in San Pedro to Fifth and Front streets, by the opening of the cut through Nob Hill past the San Pedro Lumber Company's yard. This ends the inconvenience to which our patrons have been put for some months on account of the grading operations of the city in San Pedro.

Commencing August 1st the unloading of passengers on Hill street, in the middle of the block between Fourth and Fifth streets, from beach trains, was discontinued, the last stop for passengers being made at Fifth street. The object of this change, which was made at the suggestion of the Board of Public Utilities, was to reduce delays and consequent congestion in the street in front of the station.

Beginning August 10th, the loop at Santa Monica, via Ocean Avenue, Santa Monica Blvd., Third Street and Utah Avenue, for the Venice Short Line trains, was put in service. In connection with this arrangement a shuttle car is operated on the Third Street Line, connecting every 20 minutes at Third and Santa Monica Blvd. with Short Line trains, and a shuttle car on Eighth Street connecting with Sawtelle Line trains. The shuttle service between Venice and Del Rey connecting with Redondo via

Del Rey trains at the latter point was resumed.

THE (?) POINT

Question: How can a broken trolley wire be handled safely?

The only safe way to handle a broken insulating material between you and the wire, or between you and the rail. Each passenger car is normally provided with a trolley pickup, which should be used for picking up a broken trolley, but in the absence of same, a bunch of dry papers, a soft felt hat, or a few thicknesses of dry cloth, such as a coat, will provide sufficient insulation to pick up the wire. It must be remembered, however, that one must use care to stand on a good dry insulated surface, such as wood, in handling "hot" trolley wire. Be careful not to touch a person or anything that will complete a circuit between you and the rail. In wet weather extra precautions should be taken as moisture reduces the resistance of earth, wood, paper, or cloth, so that material that would serve as a good insulator when dry would be useless when wet.

If a trolley drops on the rail at a distance from a sub-station, the resistance of the feeder added to the resistance of the rail, may hold the current down, so that it will not open the circuit breaker in the station. In this case the operator reports the excess current on the feeder, but leaves the feeder hot, as he does not know the exact nature of the trouble, so if some crew does not pick up the broken part, we are liable to damage a lot of trolley wire. In case the circuit breaker does open, the operator closes it again and if it will not stay closed, he reports it and keeps on trying to close it about every two minutes so as to have power on the line as soon as some crew picks up the wire.

The above remarks apply to the 600-volt trolleys. All are cautioned and warned not to attempt to pick up a 1200-volt trolley which is extremely dangerous, on account of the high voltage.

A. H. BALLARD,
Chief Operator.

The Next Agents' Meeting

The Pacific Electric Agents' Association meets Saturday evening, August 12th, at eight o'clock, room 249 P. E. Building. Assistant Traffic Manager O. A. Smith, will talk regarding the new interline ticket arrangement with the Southern Pacific, and as many problems have arisen and been settled during the past month, an interesting discussion is in prospect. All agents and assistant agents are members of this association.

"Sir," said the angry woman, "I understand you said I had a face that would stop a street car in the middle of the block."

"Yes, that's what I said," calmly answered the money man. "It takes an unusually handsome face to induce a motorman to make a stop like that." —Topeka Journal.

ANENT THE "SNIPER"

The epidemic of "Jitney Paralysis," which has prevailed throughout the United States and a section of Canada for the past two years, killing and maiming hundreds of innocent victims, seriously affecting the continued expansion of cities, creating traffic congestion, retarding the development of permanent transportation facilities by reducing electric railway earnings—and incidentally causing the village politician and policeman to take accident insurance and climb on the water wagon—has apparently reached the apex of its devastating career. Experts who have diagnosed the disease claim that investigation shows that it subsists generally on lines of least resistance—for instance, on level paved streets on which electric lines operate and create traffic and where there is density of population. These factors are essential to its existence.

Some cities have stamped out the epidemic entirely, while others are still struggling with the problem. Several states have enacted legislation to cope with the situation. New York passed a law declaring jitneys to be "common carriers," requiring them to obtain a franchise before operating and subjecting them to Commission regulation; Pennsylvania requires cities to regulate them in the way of license, rates of fare, routes, etc.; Rhode Island authorizes cities to regulate them; Washington requires a state license fee and bond; Iowa gives power to cities to license and regulate; Tennessee passed a law declaring them to be "common carriers," requiring a bond, etc., and the state Supreme Court held the act to be constitutional. New Jersey requires the consent of cities to operate, a bond, a 5 per cent of gross receipts for the use of streets. The Public Service Commissions of Illinois, Georgia, Arizona, Maryland and the District of Columbia have assumed jurisdiction over the jitneys. Numerous cities have passed ordinances regulating them, and Denver, Colorado, and Oregon City, Oregon, require them to obtain a franchise. In Denver the people must vote on the question of granting the franchise.

While it is claimed that the jitney is a California product, the climatic conditions being somewhat more favorable here than elsewhere, this state has been notably slow in handling the problem. The people of the state, however, are fast coming to the conclusion that prompt action should be taken, for in many directions they are feeling its harmful effect.

In the meantime, the jitney continues to chase the jitney, paralleling the more profitable electric lines for short distances. Some say they are making money; others say it is economically impossible. One driver, the other day, claimed he was hauling passengers for nothing, as it deprived a rival jitney of the patronage. He was satisfied, and others are in the same boat but they cannot see it.

W. V. HILL.