



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. FEBRUARY 10, 1921

No. 9

Increased Taxation Versus Economy

All Employees:

You have undoubtedly noticed from press dispatches that an attempt was made at the last session of the California State Legislature to pass the so-called "King Tax Bill," which would increase the amount of Taxes paid by all the Public Utilities in the State of California by one-third. Taxes paid by Banks and Insurance Companies would also be raised. The bill was defeated largely because the proponents failed to present a definite program for economy in the administration of State affairs, but confined themselves to glittering generalities in the way of "whacking" the corporations. Under such conditions, the legislators would have clearly violated their duties to the people, had they approved the bill.

In order that you may discuss the matter intelligently, I would like you to memorize, or carry with you, the following figures:

Last two years of Governor Johnson's administration, the corporations paid as taxes, per annum.....	\$18,000,000.00
First two years of Governor Stephens' administration, the corporations paid as taxes, per annum.....	20,800,000.00
Next two years of Governor Stephens' administration.....	23,700,000.00
NOW THE ADMINISTRATION PROPOSES FOR THE TWO YEARS COMMENCING JULY 1, 1921, PER ANNUM.....	40,600,000.00

It is true the people voted an amount for educational purposes for the care of children, and for interest on State highway bonds, in the State, to be spent during the next two years of \$18,000,000, but after taking care of this sum, and the amount spent during the past two years (a period of high prices), the taxes the State will receive through increased gross earnings of the Public Utilities during the next two years will leave a margin of at least two or three million dollars.

I also want you to know that our tax rate was established in 1911 at 4%; increased in 1913 to 4¾%; and again in 1915 to 5¼%, and now it is sought to fix our rate at 7.08% of our gross revenue. In other words, we paid taxes, based on our gross earnings:

In 1911-12.....	\$310,036.00
1913-14.....	413,101.00
1915-16.....	462,163.00
1919-20.....	581,803.00

This year our taxes at the present rate of 5¼% will be \$787,000. Should the recommendations of the "King Tax Bill" be approved at next session of the Legislature, we will pay \$1,063,000, or 243% increase since 1911-12.

The situation with reference to gas, phone, light and all other public utilities in this State is parallel, and since the increase is so enormous it must result in increased charges to the consumers. The Public Utility Companies of this State object to being placed in the position of collection agencies for the State, when it is self-evident that the same business judgment and economic administration required of them is not being exercised by State officials.

Should the proposed increase in taxation be approved, one of two things must happen:

- (1) Increased charges to all consumers; or
- (2) Reduction in the Pay Rolls.

We, therefore, request your intelligent co-operation, and invite your suggestions.

H. B. TITCOMB,
Vice-President.



MANKIND'S FRIEND PASSES BEYOND

One of the noblemen of earth was called to the great beyond on January 5th, 1921, in the person of Dr. Geo. L. Hutchinson, late Chief Surgeon of the Pacific Electric Railway; and above that position which he so efficiently filled, a Friend, Guide and Counsellor of hundreds of men, women and children scattered throughout the United States.

Few men, who have dwelt among us, and who have passed to the beyond, have left to the memory of those still here, greater achievements in deeds of good and expressions of kindness than this practitioner of the medical profession.

To those who knew him, his loss is as personal as though he were of the blood relation, for to them he was a part of their lives, and a fountain of never-failing help. His name was the synonym for kindness and consideration, and, and to him no one ever went for help in vain, were it in his power



DR. G. L. HUTCHINSON

to give it; and, in fact he gave all, even life itself, to others.

Dr. Hutchinson was born in Cedar Rapids, Iowa, May 8th, 1859, graduating from the Long Island Hospital in 1884, and came to Colton, Calif., in 1885. Shortly after his arrival was appointed local surgeon at that place, for the Southern Pacific Railroad Company.

In 1900 he removed to Los Angeles with his family and was Assistant Surgeon for the Southern Pacific Company and the Los Angeles Railway Company, and some time later for the Pacific Electric Railway Company.

On July 1st, 1913, he was appointed Chief Surgeon for the Pacific Electric Railway Company in which capacity he served continually until afflicted by the illness which later caused his death.

To Mrs. Hutchinson and the daughters, Misses Ruth and Edith, the sympathy of the entire Pacific Electric Railway employe corps is extended in their bereavement.

NO ACCIDENT WEEK

NO ACCIDENT WEEK, January 24th-31st, and the week preceding, was a busy time for Chairman Bishop and the members of this committee. After a decision had been reached by the Central Safety Committee to make this campaign and Mr. Bishop had been appointed to head it, arrangements were made to distribute to our patrons on January 24th a circular calling their attention to the effort and bespeaking their co-operation. Fifteen-thousand circulars, "Look Out for the Car, Safety First for the Automobile," were printed and turned over to the Auto Club of Southern California for distribution through the mail to its members. Eight thousand cards bearing various admonitions such as "Face Forward When You Get Off"—"Think and there will be No Accidents"—"Don't take a chance"—"Haste may mean Hospital"—"Look out for Autos when You Get Off"—"Wait until the car stops!"—"Wait! Is it Safe?"—"Stop, Look, Listen, before Crossing Car Tracks" were hung in all cars and stations. Three thousand placards reading "Autos Turn Out, We Can't!" were pasted on the front and back end of all passenger cars. The several superintendents sent out a circular letter to each employe in the Transportation Department, requesting their co-operation and hearty effort during this period.

Because of this effort of ours the Southern California Safety Engineers enlisted the co-operative effort of a number of the largest corporations of Southern California such as the Los Angeles Railway Co., Union Oil Co., Goodyear Tire & Rubber Co., L. A. Shipbuilding and Dry Dock Co.,

Southwestern Shipbuilding Co., Llewellyn Iron Works, Baker Iron Works, and many manufacturing plants, and others.

The good results of this concerted effort can not be even estimated. It is a fact that during this week the number of liability accidents on the Pacific Electric Ry. Co. was reduced as compared with our record of last year.

Moreover, there were fewer accidents on each division than the average for last year as compared with this period. The Southern Division showing was better than either Northern or Western and that Division is entitled to have its name enrolled on the banner which will be placed in the Club as having made the best record during NO ACCIDENT WEEK.

The Chairman desires to gratefully acknowledge all the efforts made by employes, by the press, particularly that outside of the City of Los Angeles, and to all of the organizations who so cordially joined with us in this movement. This co-operative effort has brought to our attention the necessity for constant vigilance to avoid accidents.

STOP THESE DELAYS

Elimination of some of the delays to our service, where "pay as you enter" cars are used, can be made by card pass holders, who it seems are prone to rush in with the crowds, delaying the conductor in the collection of his fares and holding up service. Card pass holders should wait until pay passengers board these cars and conductor is through with his collections, and then has opportunity in which to note down numbers of passes presented without delaying the train movement.

DEATH OF SAM HUMER

A great many of the older employes particularly those who were affiliated with the former Los Angeles & Redondo Railway, which later became a part of the Pacific Electric System, will learn with much regret of the recent death of Mr. Sam Humer, one of the older employes of the Southern Division.

Mr. Humer became ill a short time ago and gradually passed to the great beyond, his death occurring about week ago.

His surviving family have the unbounded sympathy of all who knew him in their great loss, and many of us there are who will treasure him in memory as one of our most loyal friends and fellow co-workers. His demise will also be felt and regretted by a great many of the patrons of our road with whom he was upon very friendly terms and quite popular because of his sunny, cheery temperament in his dealings with them.

PE

"Mighty of heart, mighty of mind 'Magnanimous'—to be this is, indeed to be great in life; to become increasingly, is, indeed, to 'advance in life'—in life itself—not in the trappings of it." * * * "He only advancing in life, whose heart growing softer, whose blood warmer, whose brain quicker, whose spirit entering into Living. Peace—the men who have this Life in the are the true lords and kings of earth—they, and they only."—Ruskin.

PE

He: "Girls are prettier than men"
She: "Why, naturally."
He: "No, artificially."

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PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

CLUB CALENDAR

February 10th to March 10th

Thursday, February 10—
Regular Club Dance in Auditorium.
8:30 p. m.

Friday, February 11—
Regular Movie Show in Auditorium.
8:00 p. m.

Saturday, February 12—
Agents Association Meeting in Assembly Hall, 8:00 p. m.

Monday, February 14—
Pacific Electric Band Rehearsal.
8:00 p. m.

Tuesday, February 15—
(1) Transportation Department meeting of all Divisions for all employees of the Transportation Department, 8:00 p. m. Refreshments served after the meeting.
(2) Northern Division Safety Committee meeting at 2:00 p. m.

Thursday, February 17—
Moonlight Dance in Auditorium.
8:30 p. m.

Friday, February 18—
(1) Regular Movie Show in Auditorium, 8:00 p. m.
(2) General Staff Meeting in Assembly Hall, 10 a. m.

Monday, February 21—
(1) Pacific Electric Band Rehearsal, 8:00 p. m.
(2) Electrical Department Meeting for all employees of the Electrical Department in Assembly Hall, 8:00 p. m. Refreshments served after meeting.

Tuesday, February 22—
Engineering Department Meeting of all employees of the Signal and Bonding Division in Assembly Hall, 8:00 p. m. Refreshments served after meeting.

Thursday, February 24—
Oriental Jazz Dance in Auditorium, 8:30 p. m.

Friday, February 25—
Regular Movie Show in Auditorium, 8:00 p. m.

Monday, February 28—
Pacific Electric Band Rehearsal, 8:00 p. m.

Tuesday, March 1—
Mechanical Department Meeting for all employees of the Mechanical Department, at 8:00 p. m. Refreshments served after meeting.

Wednesday, March 2—
Pacific Electric Club Executive Committee Meeting, 2:00 p. m.

Thursday, March 3—
Hard Time Costume Dance in Auditorium, 8:30 p. m. Prizes awarded for best ladies and gentleman's costume. Cider and cookies served.

Friday, March 4—
Regular Movie Show in Auditorium, 8:00 p. m.

Monday, March 7—
Pacific Electric Band Rehearsal, 8:00 p. m.

Tuesday, March 8—
Southern Division Safety Committee Meeting, at 2:00 p. m.

Wednesday, March 9—
(1) Pacific Electric Rod and Gun Club Meeting, 8:00 p. m.
(2) Western Division Safety Committee Meeting, at 2:00 p. m.

Thursday, March 10—
Aeroplane Souvenir Dance in Auditorium, 8:30 p. m.

PE

CLUB COMMITTEE MEETING

The regular monthly meeting of the Executive Committee, Pacific Electric Club, was held in the Committee Room of the Club on Wednesday, January 5th. Meeting called to order at 2:30 p. m.

Roll Call showed the following absentees: T. C. Holyoke, L. H. Appel, F. F. Small and E. C. Johnson.

Minutes of the previous meeting were read and approved.

Manager's report as follows:
P. E. Club Fund

Balance on hand November 30th, 1920	\$ 950.53
Receipts	919.25
Total	\$1,869.78
Paid out in bills and expenses	1,317.44

Balance on Hand December 31, 1920	\$ 552.34
Employes Relief Fund	
Balance on hand November 30th, 1920	\$ 307.73
Receipts	119.00
Total	\$ 426.73
Paid out in relief	103.66

Balance on hand December 31, 1920	\$ 323.07
Mortuary Fund	
Four payments reported, as follows:	
Arthur P. Brossoit, Clerk Accounting Dept.	\$480.00
Clay F. Johnson, Mechanical Department	475.00
Sam Krantz, Motorman Southern Division	480.00
Charles Honeysett, Conductor Western Division	475.00

Mr. Stuart stated that the time set for the Annual Ball of the Club was Wednesday, January 26th, at which time the P. E. Club orchestra augmented, would play. Mr. Stuart stated that special badges would be secured for the Executive Committee, and asked that as many as possible arrange to be on hand for the occasion.

Mr. Stuart reported that the Auditing Committee, appointed by the Governing Board at the previous meeting, has been busy working on the records of the Club, and that they would render report, which would be given the Committee at the next meeting.

Manager Stuart stated that the Pacific Electric Band would give a Benefit Concert some time during the latter part of March.

Mr. Stuart reported that, continuing the custom which has prevailed for several Christmases past, nice Christmas baskets were handed out to our employes who were confined at Monrovia and also at Crocker Street Hospital. Also stated that several letters of appreciation had been received from these employes.

Manager reported that he was still following up the employes who are not as yet members of the Club, that before the next meeting of the Executive Committee another letter will have been sent out, urging these employes to become members.

Unfinished Business

Relative to the subject of restaurant facilities in connection with the Club, which was brought up at the previous meeting, Manager Stuart stated that the matter had been placed before Mr. and Mrs. Shoulder, who are now running the Railroad Lunch on 6th Street, opposite the Pacific Electric Station, and whose lease would expire at that place on February 1st, which would not be renewed. Mr. and Mrs. Shoulder have the matter now under consideration of opening restaurant facilities in the Club building, and Mr. Stuart stated that he hoped to have a final report for the Committee at the next meeting.

In regard to matter of running second section of Shop Special inbound, via Delta instead of Athens, brought up at previous meeting by Mr. Pierce of the Mechanical Department. Mr. Annable reported that investigation showed only about fifteen men working at the Torrance Shops would desire this change, and that train would be delayed from 5 to 10 minutes. Reported further that matter had been taken up with General Foreman at Torrance, and that he would not advise that change be made.

New Business

Mr. Finley brought up the subject of trainmen's lockers and recreative features for the trainmen at San Bernardino, stating that there were no such facilities there at the present time. Mr. Hill reported that some changes were to be made in the San Bernardino Station and that plans were being made to take care of trainmen's lockers, etc., when these changes are made.

Messrs. Annable and Bishop made a few remarks in connection with "No Accident Week," January 24-31 inclusive, and asked Committee's co-operation.

There being no further business, meeting adjourned at 4:30 p. m.

PE

ROD AND GUN CLUB RABBIT DRIVE

This second rabbit drive, held on January 16, 1921, was a big success and was enjoyed by all who took part.

There were twenty-eight machines and 104 men and the route covered was via Saugus, Castiac, the Ridge Route and Bailey's Ranch.

At Sanberg's garage, just over the Summit a stop was 30 minutes was made for gasoline and oil, and the boys were treated to a great sur-

prise. There was snow quite close and a snow ball fight followed.

On leaving there the next stop was made about fifteen miles farther on at a point one mile north of Nenach, where breakfast was eaten and the drive was started at 9:30 a. m. The line moving directly east from that point.

Lots of rabbits were found and gave the boys plenty of shooting; about 500 rabbits being killed.

The best kill of the day was made by Conductor Mathews—he bagged a very fine specimen of wildcat, which is being mounted and will be in the Gun Club room.

The rabbits were brought in and put in cold storage until Wednesday, when they were distributed among the employes. ONE OF THE GANG.

ROD AND GUN CLUB

Meeting called to order at 8:15 p. m., Jan. 12th, 60 members being present. The following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford, B. M. Geissinger and J. M. Geopfert.

Minutes of previous meeting were read and approved.

Thirty-five new names were presented and accepted for membership.

Secretary reported a total membership of 218 and the Treasurer reported as follows: 53 boxes of shells on hand, value \$62.55, Liberty Bond \$50, money in the bank, \$133.68, total \$256.23.

The following prizes were awarded for the year 1920:

Trapshooting

Prize, Perpetual Trophy. Won by L. R. Spafford. Score, 226 out of 300 targets.

First, 10 in. Loving Cup. Won by L. R. Spafford. Score, 226 out of 300 targets.

Second, 8 in. Loving Cup. Won by K. L. Oefinger. Score, 80 out of 125 targets.

Third, Quart Thermos Bottle. Won by L. F. Volkhart. Score, 81 out of 150 targets.

Fifth, Gold Watch Fob. Won by H. L. Wiggam. Score, 40 out of 50 targets.

Sixth, Silver Watch Fob. Won by J. M. Geopfert. Score, 51 out of 75 targets.

Note: In order to qualify for the perpetual trophy, it was necessary to shoot 300 targets; for the first, second and third prizes, 100 targets; fifth, sixth and seventh prizes, 50 targets.

Fishing

Kind, Spot Fin Croaker, 4 lb., 8 ounces, 9 strand line. Prize, Rod. Won by G. A. Garner.

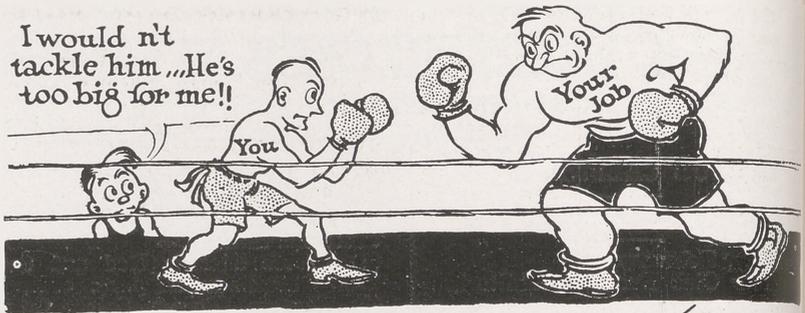
Kind, Yellow Fin, 2 lbs, 5 ounces, 9 strand line. Prize, Reel. Won by F. G. Volkhart.

For largest fish caught on 9 strand line: Albacore, 27 pounds and 8 ounces, caught by P. E. Page; \$10 merchandise order.

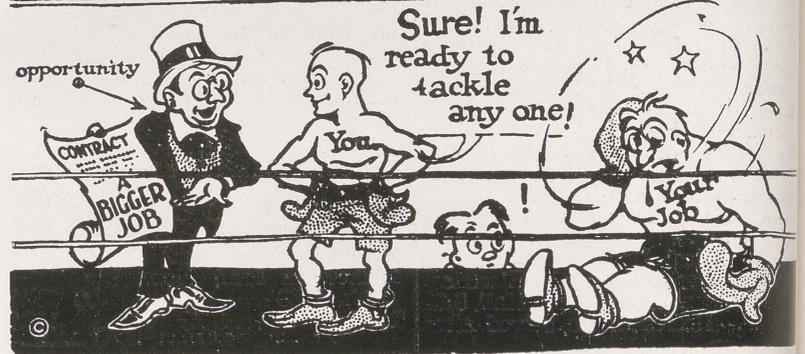
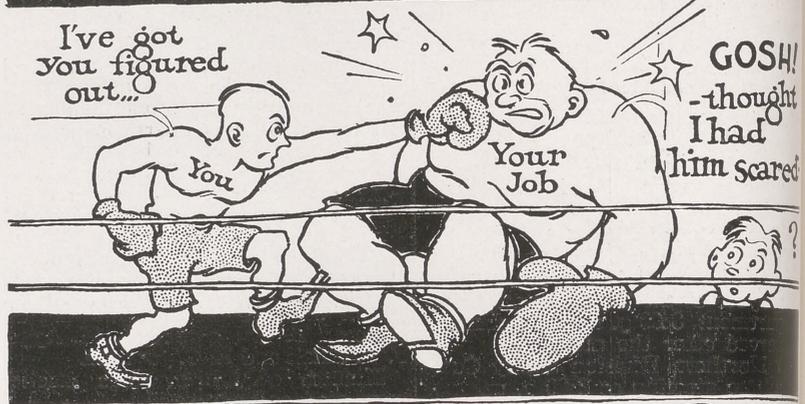
For largest fish caught on line not to exceed 24 strands: Bonita, 16 pounds, 9 ounces, caught by E. F. May; \$10 merchandise order.

(Continued on Page 11)

I would n't tackle him...He's too big for me!!



I've got you figured out...



—Exchange.

AGENT'S ASS'N. MEETING

The Agents' Association held its regular monthly meeting at the Pacific Electric Club on Jan. 8th, Chairman Mee calling the meeting to order at 8:00 p. m.

Minutes of the previous meeting were read and approved.

Preceding the regular order of business General Claim Agent Bishop addressed the members on the demise of Dr. G. L. Hutchinson, late chief surgeon of the Company, and referred to his long service with the Medical department and his devotion to his profession.

Mr. Bishop then called attention to the "No Accident Week" campaign for which plans were under way, and asked for full co-operation of every employe to so guard their activities that no accident might result.

The Association then proceeded to the regular order of business.

The Chairman appointed the following to serve on the Program Committee:

W. C. Bonser, E. C. Thomas and H. L. Legrand.

The Secretary read a communication received through the "Question Box" requesting information why

typewriting machines were not furnished at all stations.

The subject was discussed by several members and opinion prevailed that typewriters were a needed facility and would expedite work.

Mr. O. A. Smith suggested the agents who thought typewriters were necessary at their stations should make requisition for same of Superintendent and doubtless if proper showing could be made, the requisition would be filled.

Mr. Day directed attention to necessity of all agents keeping the Car Service Agent promptly advised as to equipment needed and available; particularly where cars were sent to stations for storage and used from time to time, prompt notice should be given Mr. Maison of the car or cars so used in order that they may be replaced.

Mr. Day also referred to new rules in regard to routing shipments contrary to routing shown on bill of lading, that any participating carrier could claim its proportion of tariff regardless of whether they handled or not, provided they were included in the bill of lading.

Mr. Maison called attention to matter of carriers protective serv-

and that furnished should officially of

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He referred to the special report at without h-

Mr. Pe... freight r... should be... freight cl... forms p... Agents s... Circular... on request... Shipper... 48 hours... Keep fr... less a sta... where fr... siders mu... themselves... He also... the urgen... seal recor... liability.

Superin... cars be k... be proper... There b... fore the A... ed.

and that rack refrigerators would be furnished on request, but agents should only order these when specifically ordered by shipper.

Mr. O. A. Smith called attention to a new Mt. Lowe combination rate including transportation, four meals and one night's lodging at Alpine Tavern, for \$7.75; the rate available only on week days.

Mr. Grace called attention to one feature of the "No Accident Week" campaign, the matter of full publicity to the public; that our records showed much carelessness on the part of passengers, pedestrians and vehicles and it would help the cause materially if the public would use equal care with the Company.

Mr. Albert suggested that the idea of a "No Accident Week" might also be applied to the matter of freight claims.

He referred to several specific cases which through carelessness, had cost the Company money. He made a special request that every agent report at once any shipment received without billing.

Mr. Perigoy brought up matter of freight refused by consignees, which should be immediately reported to the freight claim agent on regular blank forms provided for the purpose. Agents should read and understand Circular 2; a copy will be furnished on request to Mr. Albert.

Shippers should be notified within 48 hours of non-delivery of freight.

Keep freight house doors locked unless a station employe is in or around where freight can be watched; outsiders must not be allowed to help themselves to freight.

He also called further attention to the urgent necessity of a complete seal record in saving loss and damage liability.

Superintendent White asked that cars be kept moving that the freight be properly and promptly handled.

There being no further business before the Association, meeting adjourned.

H. L. LEGRAND,
Secretary.

PE

BELIEVE IN SIGNS

A young woman getting on a Washington street car asked the conductor if the car went past the Union Station. "Did you see the sign?" asked the conductor.

"Yes, I did."

"Well, what did it say?"

"It said: 'Methuselah Was a Careful Man and He Lived 696 Years'; but I can't see how that helps me."

The young woman was telling the truth. That's what the sign said, for it was Safety First week in the capital, and they were doing things like that to make people careful.

PE

Quitting Promptly

"Bill's going to sue the company for damages."

"Why, what did they do to him?"

"They blew the quittin' whistle when 'e was carryin' a 'eavy piece of iron, and 'e dropt it on 'is foot."

ENGINEERING DEPT. NOTES

A loss to the Department proved to be a gain for Donald Batman, Assistant Engineer in the Field Force, when one Saturday morning early in January he led Miss Sofronia C. Irish before the altar. We all wish them great happiness but can hardly thank "Bat" for taking one who had become a "mainstay" in our stenographic force. The deal was engineered in a masterly fashion and only through our members who read the "Vital Statistics," were we informed of the happening.

F. A. Bixenstein intending to set a good example for Batman found that his was a following part instead. His evident impatience to have Mrs. Bell Lipps return from Phoenix, was explained to all in the Sunday papers of January 16th, in which appeared the notice of a license granted. The congratulations and wishes for happiness and prosperity having been extended individually are here extended collectively.

After an illness developing on Christmas morning, H. E. Walker has returned to work in the Drafting Room far from in the best of health but with the usual strong spirit. It was indeed a pleasure to his many friends to find him able once more to return to his duties.

The protracted illness of Mrs. J. J. Shay ended with her death January 28th, 1921, in Alhambra. The heartfelt sympathy of the Department is extended to Mr. Shay in the loss of one so near and dear to him.

The regular meeting of Signal Division of the Engineering Department was held at the Club Assembly Rooms on Tuesday evening, January 25th with nearly 50 employes present with our congenial supervisor Mr. Florence in the chair.

Discussions were held on various subjects concerning the Department one of which was the care and operation of the gasoline motor car which seems to always constitute a part of a Signal Department of a Railway.

Some lively discussions were had pro and con, and further instructions are to be issued by the Chairman.

An esteemed visitor was present in the person of H. O. McDonald, Chief Clerk to the Vice-President, who is still considered a member of the Signal Department. Mr. McDonald gave a very forcible talk on the King bill being an increased taxation against Electric Railways and Pacific Service Corporations. Mr. Naylor also spoke on the same subject.

After adjournment at 10:35 p. m., an excellent lunch was served which was thoroughly taken care of.

F. B. PATTERSON,
Secretary.

PE

FORCED TRANSFER

Another reason why pickpockets seem to be on the increase may be because profiteering isn't what it was a few months ago.—Dallas News.

Our old tried and trusted co-laborer, DeLancy Briggs has just lost his faithful wife after a life of wedded bliss of over fifty years. In appreciation of our affection a substantial remembrance was presented him and a floral offering sent to help mitigate his grief. May he remain with us for still more years to come.

We all welcome Miss Templeton back from her extended vacation to the scenes of her childhood and spent among old time associates.

Miss Templeton has been with us so long we hesitate to say just when she did begin her labors, but it was in Pasadena when "Pop" Jones was in authority in this suburban town of the roses.

She had an enjoyable trip, even though the weather was cold, but she was glad to return to the "Land of Sunshine and Flowers" no doubt.

Stanley Carruthers, who is visiting his aged father and mother in England, reports a pleasurable visit, although the weather is cold and damp, which assures us that he, too, will be glad to return.

Mrs. Hurlburt has returned to work after an absence occasioned by the serious illness of her young son, who is now convalescent.

We were sorry to lose one of our pleasing and entertaining workers in Mrs. Peggy Bowman, who goes to fields anew. We extend to her our best wishes for her future welfare.

The father of Miss Maude Bell was struck by an automobile on the first, receiving severe injuries. We extend to Miss Bell our best wishes and hopes for a speedy recovery of her beloved father.

Mrs. Mary Blackburn of the comptometer Bureau, is confined to her home by reason of the collision of the Southern Pacific train with a truck load of gasoline on January 19th near Huntington Park. We all send to her our wishes for her speedy recovery.

This is the time of the year when all hands are speeding up, to clean up the work of the previous year, in order that we may take a start on the new.

F. H. GILBERT.

PE

Buzzings

He slammed off the power and jammed on the air—

It gave forty passengers one awful scare,

As the brakes, with a scream, ground a "flat" on the wheel;
All because of a fool-driven automobile.

PE

UNFAIR COMPETITION

"How's business?"

"Not too good—thanks to some dishonest rascals who are selling goods at reasonable prices."—Le Journal Amusant, Paris.

MECHANICAL DEPARTMENT NOTES

Wm. Kinez's marriage has now been established as a fact. We sincerely congratulate you Billy and your bride also. May you have a long and happy life together.

W. E. Stewart, former General Foreman, Freight Car Construction is once more with the Mechanical Department.

We note that our Shop Superintendent, Mr. Straub, often goes duck hunting, but to date we have not seen the ducks. Whenever you have some luck Ed come and see us.

Monthly meetings of the Mechanical Department were inaugurated this year with the initial meeting Jan. 4th. Much good for all is hoped to result from these meetings.

Our old friend (?) Car No. 900 is being equipped with standard 800 equipment, same being nearly completed.

Much interest is shown in this Department relative to "No Accident Week." After the week is up lets make it a month.

Miss Madge McElroy, Miss Lola McElroy and Mrs. Bessie Lee spent the week end Jan. 22nd at "Ye Alpine Tarvern," Mt. Lowe.

Many Mechanical Department Employees enjoyed a very large time indeed at the Annual Club Dance at Redondo, and not the least of these was W. H. Gilbert. Gill expected to decorate himself with a large badge and thereafter gamble lightly on a slippery floor; but alas for fond hopes! From the floor to waist he was garbed like a million dollars, but from there up! Don't forget to change your coat hereafter Gill when you grease the old boat in your jumper.

We feel that some acknowledgment should be made in thanks to Wallace H. Gilbert for the whole hearted enthusiastic service he has given to the "Home Builders."

Mr. E. O. Straub, Shop Superintendent, has purchased a home in Torrance.

PE

DEPARTMENT MEETING

Following are proceedings of meeting held at the Club Jan. 4th.

The meeting was called to order by Mr. Stewart introducing Mr. Stevens, Chief Draftsman of the Mechanical Department, as Chairman pro tem. After a short address by Mr. Stevens, as to the purposes of the organization election of officers was called for.

Nominations for Chairman as follows: K. Oefinger, James Lloyd, nominations declined. Harry Pierce, de-

clined. Jack Richards nominated, but considered not eligible because of official position. Nominations closed and Floyd Shultz, Jack Richards and Gale Bonney appointed Tallers. Nominations again opened and Floyd Shultz, Harry Pierce and Cal Bonney nominated. Motion made and seconded that nominations be closed. So ordered.

Motion made and seconded that balloting be done by rising votes. So ordered. Konrad Oefinger elected Chairman.

Nominations called for secretary, Harry Underwood (18), M. R. Tyler (14), Jack Watson (5), H. Womeraley (2), Hugh Hall, Robert Hyde (9), Granville Read (7), W. M. Brooks nominated. Brooks elected Secretary. Election made unanimous.

Mr. Titcomb called on for remarks and responded by outlining the general scope of the meetings and a statement relative to the financial condition of the Company.

Attention called to Passenger Car No. 900 and its proclivity for failures. Mr. Clark stated that the matter had already been taken up and plans formulated to equip it with standard 800 class equipment. Suggested that a saving would be effected by tying down all trolleys when cars are in barn. Mr. Oefinger stated that this is now being done.

Mr. Nolan stated that a number of mechanical men homeward bound from Torrance get off at Watts to take Watts local, which more often than not starts off leaving them stranded until the next car. Matter referred by letter to Mr. Bishop and Mr. Annable, and the same condition at Beverly referred to Mr. Annable. Attention was called to "Safety Week" by Mr. Titcomb. Mr. Titcomb thanked by the organization for his assistance.

Next meeting night as advertised in the Magazine set for first Tuesday night of each month.

There being no further business, meeting adjourned and enjoyed the refreshments provided through courtesy of the P. E. Club.

WM. BROOKS, Secretary.

PE

"CARRISO GORGE"

The Pacific Electric can be justly proud of its shop work in turning out this car, which represents the very latest in car appointment and equipment.

Chief Draftsman, E. A. Stevens, and

Mr. Pontius, General Manager San Diego & Arizona Railroad, assisted by the drafting room force, designed the arrangement of the car, which was built at Torrance under the supervision of E. O. Straub, Shop Superintendent and General Foreman Liston, with Mr. Al. Penwell, foreman directly in charge.

The outside appearance is practically the same as any standard steam road coach of this type, fully conforming to all requirements of the Interstate rules. Dimensions, 9' 10" wide and 81' 6" over couplers.

The moment one enters the car however, you know this is different from other cars. There is a general atmosphere of luxury and elegance and over all and most important a sense of comfort. That is the keynote of the entire car; comfort and convenience, and it speaks well for the efforts of those who designed and built this traveling home that the finished product so well justifies their labor.

The arrangement provides for either a family party or official business car, with sleeping accommodation for eight persons exclusive of servants quarters. Two twin state rooms, each furnished with full size bed, dresser, wash stand, toilet and clothes locker, each connected with bath room equipped for tub or shower bath. Adjoining these is a smaller state or office room, furnished with disappearing couch and folding upper berth each to accommodate one person; also typewriter desk, stationer cabinet, book case, disappearing wash basin, toilet and clothes locker.

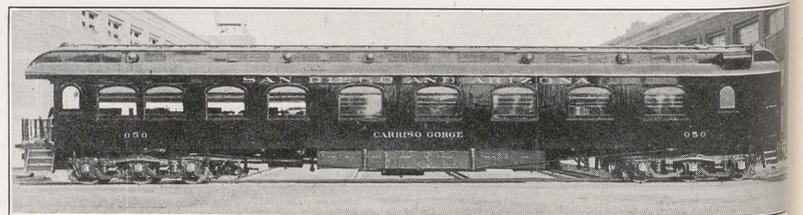
The observation platform on the rear is large and well protected from dust and provided with upholstered chairs. Next to this is the dining room also furnished with upholstered chairs and a convertible couch, which can be used as a bed for two people.

At the opposite end of car is the kitchen with large range and all the necessary equipment to furnish meals at all times. Adjoining this, next to a fully equipped buffet, lockers for all dishes and silverware usually carried on cars of this class.

Servants quarters are to accommodate two, room furnished with upper and lower berth, folding wash basin, toilet and clothes lockers, other lockers and heater room, comprising ten separate compartments in the car.

The equipment includes axle generator and sixteen wet batteries supplying electric lights throughout the car and also supplying current to operate ten electric fans. The ventilation is based on scientific principles of air currents and insures as near perfect circulation as possible.

Provision has been made to carry



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a supply of 300 gallons of water. The kitchen refrigerator carries 1000 lbs. of ice and has besides an extra refrigerator under the car to care for general food supplies.

The kitchen and bath are finished in white enamel with nickle plated trimmings. All other woodwork is of extra polished mahogany with oxidized trimmings, platform trimmings are of polished brass.

In connection with the water supply is installed a small generator and air pump, connected with the batteries, for the purpose of supplying air pressure when car is not attached to train, operates automatically when train line pressure is reduced to 50 lbs. and shuts off at 70 lbs., thus always insuring water pressure when car is out of train on sidings. This feature is of the latest and most modern of all car equipment.

Taken altogether the car may be called a Palatial Home on Wheels, with all the conveniences and comforts of a city home.

We are proud of this car; proud of those who designed it, and proud of those who built it.

PE

URBITA SPRINGS PARK

The noise of the hammer and saw is about all that is to be heard at Urbita Springs Park these days. An army of men are turning the park into a veritable wonderland in preparation for the 11th National Orange Show which opens on the 18th inst. and runs until the 28th.

Suitable marquees and decorated booths are being erected. Millions of Golden Oranges will be on display and there will be amusement features and carnival productions galore. A section will be devoted to a great Industrial Exhibit of ranch machinery and agricultural accessories. Balloon showers will be featured each day and thousands will be given away free advertising the various beach resorts.

PE

SERVICE CHANGES

Effective Sunday, January 16, 1921, some minor changes were made in the schedules of the following Lines: San Bernardino, Crestmore, Pomona-North Pomona, San Dimas, Euclid Avenue, Colton-Arrowhead, Highland and San Bernardino-Redlands-Riverside.

New time table, No. 33, Venice Short Line, became effective Sunday, February 6th, 1921. This is really a reprint, taking care of a few changes which have been made by bulletin.

New time table, No. 35, Long Beach Line, became effective Sunday, February 6th, 1921. This shows no changes in the schedule with the exception of a slight lengthening of running time during the peak travel.

PE

AGENCY CHANGES

Effective February 1st, 1921, Mr. H. W. Warburton was appointed Agent at Fullerton.

PE

To Be Sung Slowly

Mv Bonnie bent over the gas tank, The height of the contents to see, He lighted a match to assist him; O, bring back my Bonnie to me.

REDONDO BEACH NOTES

Redondo Beach is about to turn out another World champion swimmer in the big plunge on Sunday morning Jan. 10th. Paul Nelson, Southern Calif. champion breast stroke swimmer came within two and one-fifth seconds of beating the World's record for the 100-yard breast stroke event. Nelson's time was one minute and thirteen seconds. Instructor Ted Combs paced Nelson while Life Guard Lewis Pauley timed him.

Coach Cannon and Instructor Ted Combs are rounding the fast Redondo High School swimmers into a speedy water-polo team. The first game starts in March.

Redondo Beach was represented in the big swimming meet in the Los Angeles Athletic Club, Wednesday night, January 26th by Ray Kegeris, Paul Nelson, Goldie Field and Clinton Dorrington. Kegeris won the 100-yard stroke.

The Redondo Beach Bath House took care of over 180,000 patrons during the year 1920.

Carnival Dance nights are featured every Tuesday in the Dance Pavilion and are proving popular.

The Annual Ball of the Pacific Electric Club given by its 400 members to the employes of the Pacific Electric Railway was held in the Dance Pavilion on Wednesday evening January 26th, and, notwithstanding the inclemency of the weather, was attended by a large crowd and proved a great success. Special cars brought the employes and their friends to Redondo Beach from various sections of the system. The Pacific Electric Club orchestra furnished the music, which was full of jazz and pep from start to finish.

The hall was nicely decorated and there was an abundance of carnival hats, blow-outs, whistles and serpentine for everybody to have all the fun they wanted.

The exhibition dance put on by Miss Eleanor Louise Putnam made the hit of the evening. Miss Putnam, dressed in oriental costume, showed some wonderful ability as a dancer in "Ballet Egyptian." Under the rays of the spotlight her graceful movements were very pleasing and everyone was highly delighted with her performance.

Mr. Ernest Pickering is about to enter Redondo Beach in promoting a new amusement center on the space inside the Municipal Pier. He has been given a lease by the city and proposes covering this area with a floor supported on piling on which will be erected all kinds of amusement concessions. With the additional space provided Redondo Beach can be made the most attractive amusement resort on the Pacific coast.

Two big events during February in the Dance Pavilion will be a Valentine's dance on the 15th and a masquerade ball on Washington's birthday.

MT. LOWE NEWS

Mr. Meador of the Mt. Lowe Daily News was instrumental in bringing the Cancorodena Class of Scottish Rite Masons; the live wire class of Pasadena consistory; a hundred strong, to the Tavern for a beefsteak dinner and dance. A feature of the party was an auction at which a nice sum was raised for the charity fund. Mr. Vickrey and Chef Wiath received many compliments on way the dinner was prepared and served. After dancing until a late hour the party, giving three rousing cheers for the management, departed on special cars for their homes.

Manager C. H. Burnett of the R. E. T. & R. Dept. accompanied by Mrs. Burnett, honored the Tavern with an overnight visit during the month.

We are glad to note Mr. Vickrey's popularity among the Greeters of Southern California, which they demonstrated at their annual election, by electing him President for the ensuing year. We believe they have chosen well and that things will hum in the organization this year as they never have before.

The heavy snowfall on the 22nd was instrumental in bringing up the season's record breaking crowd—some 1300 people riding up the mountain to play in the snow.

January saw the annual excursion given by the Chambers of Commerce of Santa Ana and Long Beach. Both cities turned out good crowds and those fortunate enough to be able to come had a delightful outing.

Conductor Griffin has moved his family to Alpine and is now working steady on this Division. Griffin is a good boy and everyone is glad he is with us.

Gus Zintz, who has been with us in the capacity of cook for the past year is leaving to open a place for himself. He leaves many friends on the hill who regret his departure but wish him well in his undertaking.

Paul Hirsch of "Ye Alpine Shoppe" reports that business has developed to such proportions that it necessitates an enlargement of the store and stock room. Remodeling is under way at present with Foreman Brenninger overseeing the work.

The week end business has outgrown the accommodations of the Tavern and cottages, and each week sees many turned away.

PE

OH! SAY!

Overheard on car 226 on the Hollywood Line.

Lady Passenger—"Motorman, can't you go any faster than this?"

Motorman—"Yes Madam I can, but I have to take this car with me."

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held in the Pacific Electric Club on January 18th. The meeting was called to order at 8:15 p. m. with all Divisions assembled in the Western Division Room to listen to a very inspiring talk by Mr. S. A. Bishop, General Claim Agent, on the objects and methods of the "No Accident Week" campaign.

The regular meeting was called to order at 8:45 p. m. by Chairman McDaniels, with the Northern Division staff present; also Mr. Birmingham of the Traffic Department and Mr. Briggs of the Mechanical Department. All unfinished business from the last meeting was reported upon.

New Business

By Conductor H. M. Fulks: Recommended that some device be installed on the interurban cars to hold hat checks in the case of a lady passenger, and that men objected to hat checks being placed in their hat bands. He suggested that a brass washer could be beveled on the under side, and by removing the screw from the back of the seats this washer could be screwed down and would undoubtedly make an acceptable hat check holder.

Disposition: It was recommended that Mr. Small be requested to try this out on some interurban car and demonstrate by actual work whether the plan would be effective.

The Southern Division meeting for October proposed the following rule for consideration of the Northern Division meeting:

"Any man working a foreign run and giving it up be required to hold it until it is bid in, which will benefit the extra man."

This was discussed from all angles and it developed that there had been no complaint from the extra men on the Northern Division and that the regular men felt it might in some cases work a hardship on them. The adoption was put to a vote and unanimously voted down.

By Conductor Pabst: Suggest that the switch at San Bernardino station which is now set for the siding be lined up for the Redlands track, as Los Angeles-San Bernardino trains are now being routed directly to Redlands in numerous cases.

Disposition: After discussion, it was decided that this change would benefit the service and the Engineering Department will be requested to change the target.

By Conductor Pabst: That certain stops between San Bernardino and Redlands were only designated by "Cars Stop Here" signs, and suggested that these be replaced by the names of the streets, etc. It developed that this was common practice within the city limits and that the Traffic Department had prepared a directory of stops for all lines, which is now in the hands of the printer and would soon be distributed. It was felt that this would afford the necessary information for all trains and that the expense of changing the signs was not necessary.

By Conductor Sexton: Suggest that the switch from the Pomona-North Pomona Line be made a spring switch for the benefit of the connection car which has to take the siding there. It developed that this was the main line switch on single track and it was not considered advisable as a matter of safety to make it a spring switch.

By Mr. Farnham: That the paper stock in transfers was of a poor quality and that the printing was badly blurred. The matter was referred to the Traffic Department to see what could be done to correct this.

By Motorman McDaniels: Recommended that the ratchet brakes on the 700 class cars were made of poor material and that they frequently break off, rendering the brake difficult to handle. A particular case being cited and referred to the Mechanical Foreman Briggs, who stated that the matter would be corrected, as attention had already been called to this condition.

By Motorman Hallett: Reported that the cab cars of the 700 class were very dirty in back of the brake pipes and should be blown out by air as the car clearers did not seem to take care of this difficulty.

Disposition: Referred to Mr. Briggs of the Mechanical Department.

By Motorman McDaniels: Reported that the handles on the inside of the vestibule doors on the 700 class cars were getting so worn that it was often difficult to open them with the key plug provided for that purpose.

Disposition: Referred to Mr. Briggs of the Mechanical Department to see if these sockets could be renewed or a bushing be inserted.

Mr. Smith stated that he had been requested to ask if transfer form PC-1 could be used for passengers riding between Sierra Madre and Pasadena.

Disposition: This was referred to Mr. Birmingham of the Traffic Department, to see what could be devised.

By Conductor Snedaker: Suggested that train order pads could be improved if the orders were fastened with a cardboard back with staples and each individual order perforated so it could be torn off and that the order blank be made one-half inch narrower. Stated that the present pad form of orders had considerable waste and this scheme would effect economy as the pads frequently break in two and separate from the back and are lost.

Disposition: This was referred to General Superintendent to be taken up with all three Superintendents for discussion as to the advisability.

Motorman Scags took the floor and started an interesting discussion on the question of coasting.

A resolution protesting against proposed increased tax by State Legislature on the gross revenue of electric railways was unanimously adopted, copies being sent to the Governor and State Legislature.

The meeting adjourned for refreshments at 9:45 p. m.

C. H. BELT, Secretary.

PE

SOUTHERN DIVISION MEETING

The regular meeting of the Southern Division trainmen was held Jan. 18th at the Pacific Electric Club, twenty trainmen being present, together with Superintendent Davis, Ass't Supt. Taylor, Ass't Trainmaster Button, and General Foreman Green of the Mechanical Department.

Preliminary to the regular order of business, the trainmen of all Divisions assembled in the Committee Room, where General Claim Agent Bishop addressed them on the subject of "No Accident Week." The speaker called particular attention to the responsibility of each employe in so performing his duties that no liability would rest upon him or the Company.

The regular business session was called to order by Chairman A. L. Read at 8:45 p. m.

The minutes of the previous meeting were approved.

Unfinished Business

Clearance line to be established at 9th and Main Sts. to prevent automobiles from crowding too far forward, blocking cars.

Disposition: Mr. Johnson reported that even were it possible to maintain a clearance line there would be no way of having it properly respected, unless a man were stationed there to enforce it; not considered practical.

Cleaning up along transfer track at Wise.

Disposition: Mr. Johnson reported this has been done.

New Business

Mr. H. E. Wilmot offered the following resolution:

Transportation Department employes of the Southern Division, Pacific Electric Railway, in regular monthly meeting, Jan. 18, 1921, and representing 650 trainmen, have passed the following resolution, unanimously:

WHEREAS, it is proposed to increase the taxes of electric interurban railroads from 5½ per cent to 7 per cent or more on the gross earnings;

WHEREAS, the financial condition of the Pacific Electric Railway is such that the increased burden would react detrimentally to the employes of this Company, the welfare of the workers being entirely dependent upon the suc-

cessful financial operations of the Company;

WHEREAS, the auto bus lines, trucks and automobiles generally not sharing a proper proportion of tax burden, although doing great damage to the highways of the State, the expense of the citizens in general;

BE IT RESOLVED, That this be called attention of the Governor, the State and the Assembly of the State of California to the injustice of the proposed increase in the taxes of the Pacific Railroads, and urge that the increased revenues necessary to run the State Government be secured from other sources.

On regular motion, the resolution was unanimously adopted.

By Mr. Wilmot, that seniority trainmen qualified for single track established by requiring them to pass single track examination after one year's service, and failing to so qualify to go to foot of list of those who are qualified.

Disposition: After some discussion it was moved and seconded that recommendation be carried over to next meeting.

By Mr. K. J. Bordelon, that the Side Fe crossing at Los Nietos on White Line, needs landing on opposite side crossing for conductor to board after flagging train.

Disposition: Referred to Maintenance of Way Department.

By Mr. Bordelon: That all cars on two trolleys, rope on the front trolley when pulled down should be around rope catcher a few turns keep this trolley from flying up; so trainmen are careless in putting trolley in its proper place under hook after pulling trolley down.

Disposition: Not necessary if a put trolley under hook.

When express cars are going to Arcade Station, Edendale cars have spot 5 to 7 minutes and there are usually two cars at Ceres and Central Aves., which delay express cars; Edendale trainmen don't seem to care the delay they cause.

Disposition: Referred to Superintendent White.

By Mr. Bordelon: That car platform be cleaned as well as on the inside of the cars, as when passengers open door dust flies in motorman's face and eyes.

Disposition: Referred to Mechanical Department.

By Mr. Bordelon: That a device shade be placed over intermedial light between Delta and Strawberry Park on San Pedro-Gardena Line when sun is shining light cannot be seen.

Disposition: Referred to Maintenance of Way Department.

By Mr. Bordelon: That where press car carries baggage and conductor has to handle same, a place be provided for express book; otherwise extra conductors should carry a baggage book.

Disposition: Mr. Davis will take into it.

By Mr. Bordelon: That the fender on car 1363 be changed to the apron fenders or some other fender instead of spring apron fenders that are on at the present time, as they are all out of shape, and broken places.

Disposition: Mr. Green stated that the new style fenders were being on as fast as possible.

By Mr. Bordelon: That the telegraph at Fullerton be moved from the present location to the pole at the rear station as there are always cars on track and conductor has to walk around them, which causes unnecessary delay.

Disposition: Referred to Electrical Department to change.

By Mr. Bordelon: That the agent at the Salt Lake Station, Whittier, until we stop in front of station be coming out with truck to get baggage. Sometimes have to blow whistle after him. We are due to leave Whittier at 11:45 a. m. and the outboard Whittier is due at State School at 11 a. m., which allows only 5 minutes to unload baggage and run from Whittier station to State School. We are compelled to hold this passenger nearly every day on account of the delay caused by this agent and something should be done.

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Disposition: Mr. Davis will take up. By Mr. Bordelon: That cars are not ready for service when train 813 arrives at Torrance at 7:07 a. m. and due out at the same time. Sometimes equipment and signs are not properly lined up, which causes more delay.

Disposition: Mr. Davis will look into the situation. By Mr. Bordelon: That section foremen are allowing their men to display flag signals on right of way where they are working, which are not properly displayed, as by the rules. Would suggest that the foreman himself should properly place these flags, and not allow any of his men to do it.

Disposition: Referred to Maintenance of Way Department for attention. By Mr. F. J. Oriva: That a "1000-ft. to Junction" board be placed north of Dolanco, San Pedro-Gardena Line.

Disposition: Referred to Maintenance of Way Department for attention. By Mr. Oriva: That a "1000-ft. to Junction" board be placed south of Ocean Avenue, San Pedro-Gardena Line.

Disposition: Referred to Maintenance of Way Department for attention. By Mr. Oriva: That the train register booth at Torrance needs a new floor, or repairs thereto.

Disposition: Referred to Maintenance of Way Department for necessary attention. By Mr. Oriva: That a dangerous practice exists at 6th and Main St. terminal by reason of mechanical department employees throwing material off of viaduct to surface track, with extreme danger of striking employes passing under viaduct.

Disposition: Referred to Mechanical Department for necessary attention. By Mr. Oriva: That some action be taken to require trainmen to remove dash signs from cars when they put cars away, and to place them on sign racks.

Disposition: Referred to Mr. Davis with recommendation that bulletin be issued to cover and demerits assessed for violations. By Mr. Oriva: That some trainmen are very careless in not seeing the headlights, lanterns signal equipment, markers, handles and jumpers are not in their proper place in cars, resulting in loss and damage.

Disposition: Mr. Davis will issue bulletin and have results checked up. By Mr. Oriva: That arrangements be made whereby a watch inspector might be stationed at certain specified times in the Terminal Foreman's office, Los Angeles St. yards, for watch inspection; as a general thing, trainmen have to wait in line at Flaherty's account of outside customers and L. A. Railway men being waited on.

Disposition: Mr. Davis will look into the matter and see what can be done. By Mr. Oriva: That a sign rack is needed at Los Angeles St. yards.

Disposition: Mr. Green stated there is a sign rack at that location, but many men ignored the fact. By Mr. J. B. Murphy: That leather register cord on car 400 is too slack and too elastic; this cord recently applied in place of a trolley rope. Suggested that trolley rope or sash cord makes a better register cord.

Disposition: Referred to Mechanical Department for such action as may be proper. By Mr. Murphy: That car 400 is not suitable for operation on La Rambla Line, as it will not make the grades in wet weather.

Disposition: Mr. Davis will look into it. By Mr. Murphy: That placards be provided and displayed in San Pedro local cars, calling attention to transfer rules; many passengers have the idea they can board the cars at any point regardless of transfer point shown on transfer slip, and argue with the crew as to acceptance.

Disposition: Referred to Passenger Department for attention. By Mr. Murphy: That there are police officers and mail men without badges attempting to ride; should there not be some instructions as to this.

Disposition: Instructions covering transportation of policemen, firemen and postmen are contained in the supplementary rule book, which each trainman should have a copy of.

By Mr. Murphy: That a door check be installed at entrance to trainmen's room, San Pedro; wall is being damaged. Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Wilmot: That outbound overhead sign, "1000 ft. to R. R. crossing," at Vernon Ave. is badly weather-beaten and should be repainted. Disposition: Referred to Maintenance of Way Department for attention.

By Mr. A. Hader: That the crossing flagman, on duty at night, at 38th St. is not alert and usually gives signals while leaning against a trolley pole adjoining flagman's shelter. Disposition: Mr. Davis will check up on this.

By Mr. L. H. Tiemann: That an organization in Boyle Heights, the "Little Sisters of the Poor," maintains a horse and wagon in connection with their work. An old man drives and is very heedless of approaching cars; he has had several narrow escapes on 9th Street. This organization should be advised of the facts. Disposition: Mr. Davis will take the matter up.

By Mr. A. Hader: That the benefit gained by allowing five minutes more running time on Santa Ana Line, under the new time table has been more than offset by the substitution of small 500 class cars in place of 800 class; delays are now greater than ever. Disposition: Mr. Davis will look into the situation.

By Chairman A. L. Read: That a more comprehensive plan of instruction on equipment be worked out; that there are many different types of equipment and the instruction now given does not cover the subject. Disposition: Mr. Davis will take up and see if he can go further with the instruction.

Mr. Davis addressed the meeting on the subject of "No Accident Week," and asked for full co-operation of all that a 100 per cent record might be attained. The results to be achieved rested largely with the trainmen and a good showing depended on their care in observance of operating rules.

Mr. Wilmot stated the Western Division had challenged the other divisions to compete for the best record during "No Accident Week" and asked that the Southern Division accept the challenge and that it be made a matter of record.

Mr. Oriva suggested that the Company provide a suitable banner to be awarded to the Division making the best showing, and thereafter each quarter, for best quarterly record.

Mr. Davis stated he would take the matter up. There being no further business before the meeting, adjourned at 10:15 p. m.

G. H. GRACE, Secretary

PE

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held at 8:15 p. m. on Jan. 18th, in the Committee Room, Pacific Electric Club, Chairman L. L. Pierce calling the meeting to order.

The attendance numbered 50 trainmen, in addition to W. C. White, Superintendent; B. Porter, Asst. Trainmaster; E. A. Cole, Asst. Trainmaster; J. E. Douglass, Asst. Trainmaster; J. J. Cleary, Asst. Trainmaster; W. L. Jenke, Supervisor; J. B. Glancy, Representative of Traffic Department; and W. A. Bishop, Traveling Equipment Inspector, Mechanical Department Absentees: S. E. Wilson, Asst. Superintendent (sick); N. C. Davis, Trainmaster; A. McKenzie, Supervisor; H. S. Blakely, Supervisor (on duty); D. K. Boals, Supervisor (on duty).

The reading of the minutes of the previous meeting was waived. Preceding the regular order of business, Mr. S. A. Bishop, General Claim Agent, gave a short talk to the trainmen of all Divisions in the Committee Room of the Pacific Electric Club, in connection with "No Accident Week" January 24th-31st. He asked for the co-operation of every man, each in his individual capacity, to do his share in cars and falling into lagoon, when re-

preventing accidents for which the Pacific Electric Railway Company or any of its employes would be responsible. Mr. Bishop felt satisfied that if each trainman, mechanic, or other employe in the Pacific Electric Ry. Co. service would strive towards this end, our efforts would result in a successful Safety Week.

Chairman Pierce then made a few remarks stating, in behalf of the Western Division trainmen that they may be relied on for full support in this effort. He further added that he was glad to meet together with the other divisions, as on this occasion, that the Western Division intended to make a good record in attendance at the Transportation meetings, Pacific Electric Club membership, Mortuary Fund membership, Safe Operation of Trains, etc., and invited the Northern and Southern Divisions to compete with them in these respects.

A resolution addressed to the Governor and State Legislature at Sacramento was unanimously passed by the trainmen of the Western Division, protesting against any increase in State taxes against Electric Street and Interurban Railways; such a measure now being before the legislature for consideration.

Unfinished Business

That motors 1438, 1452, and 1413, he equipped with service parallel switch and sand to enable trainmen to operate them more efficiently. Motorman Charles Ray asked what had been done about equipping these motors and series parallel switch, and stated that motor 1437 was also in need of same.

Disposition: Mr. W. A. Bishop stated that the Mechanical Department was looking into this matter. He mentioned that series parallel switch would take up too much room in these motors, also that the expense of installing same would be big.

Relative to the matter of general shake-up of runs. This item was again brought up for discussion, by Chairman Pierce, who also mentioned that the Northern and Southern Divisions had voted against a yearly general shakeup.

Disposition: After some discussion it was decided to appoint a man from each terminal to get the opinion of each trainman on this subject, and to submit the report at the next meeting.

New Business

By Mr. M. R. Skemp: Regarding Sunday service on Edendale Line between 10:00 and 10:30 a. m. That the student car be given a schedule, and respace balance of cars so as to give a more even service during the heavy travel to and from church.

Disposition: Superintendent said he would see that it was done. By Mr. L. H. Johnson: That some action be taken through the Police Department to keep the street clear of parked automobiles at 6th and Hill Sts., where the Grauman Theatre building is being erected.

Disposition: Superintendent will take matter up with Traffic Police. By Mr. A. C. Cochran: That a cluster of red lights be placed at end of private right of way at Southern Pacific crossing, Sawtelle Line, to indicate our right of way, so as to prevent hazard of accident at this point.

Disposition: Referred to Electrical Department. By Mr. E. O. Brown: That Bulletin No. 1359 of January 3rd requests trainmen to remove brake and controller handles and lock them in equipment box, when cars are left standing in any yard, to prevent anyone interfering with same. Suggested that this rule be cancelled for Hill St. Station.

Disposition: Bulletin does not apply at Hill St. Station, but was intended for outside yards where cars are stored. By Mr. E. C. Brown: That either the motorman or conductor be held responsible to see that trains leave stations displaying correct destination signs.

Disposition: Superintendent ruled that both men are to be held responsible. By Mr. C. R. Mowry: That a foot walk be built at top of bridge alongside tracks over Lagoon near Center Street,

Venice, to prevent any one stepping off placing trolleys, etc.

Disposition: Referred to Maintenance of Way Department.

The following was proposed and approved at the Southern Division Transportation meeting of October 19, 1920 and has been passed along to the Western and Northern Divisions for their consideration, and action on same.

That any man working at an outside terminal and giving it up be required to hold it until it is bid in, which will benefit the extra men.

Disposition: This recommendation was also approved by trainmen of the Western Division.

Chairman Pierce announced that about two hundred applications for membership in the Mortuary Fund were recently made, by members of the Western Division, through the effort of himself and several other men. He explained the purpose of this fund and urged all trainmen who have not yet become members to do so.

There being no further business, the meeting was adjourned at 9:45 p. m. to partake of refreshments in the Auditorium.

M. MARKOWITZ,
Secretary

PE

RIVERSIDE MEETING

The regular monthly meeting of the Northern Division Eastern Lines trainmen was held at Riverside on January 11th, Chairman P. S. Corl calling to order at 7:30 p. m. There were, approximately, twenty in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

That trolley wire at Crown Jewel spur be tightened up.

Disposition: This has been done. That cluster of lights be installed at Fontana Station so that it would be easier for motormen to locate passengers waiting for the car.

Disposition: This matter has been checked up and it was found that there are lights in the outside waiting room which are sufficient for all purposes. If more lights were installed at this point it would be necessary to do so at other places similarly lighted.

That the derail at Crestmore be moved back ten feet so as to accommodate two cars when having a meeting at that point.

Disposition: This has been taken up with the Salt Lake Railway Company. That trees be trimmed at Stirling Spur, on the Highland Line.

Disposition: This work has been completed.

New Business

By H. Nywening: That the interurban and local trip sheets be made of better material, as the present ones are very poor, and it is almost impossible to write upon them. Also, that a special form be made for the Riverside-Redlands line on account of the numerous forms of tickets the conductor has to carry on this line, the ones in use at the present time being made for the Los Angeles line.

Disposition: Referred to Mr. A. C. Bradley.

By H. Nywening: That on account of the Orange Show using the automobile entrance for their main entrance to the grounds at Urbita Park, and as the track is so close to the trees, it should be moved out to prevent any hazard of accident to anyone standing on the car steps.

Disposition: Referred to the M. W. Department.

By H. Nywening: That public time-cards for all lines should be posted at both sides of the Station at San Bernardino, for the accommodation of the public.

Disposition: Mr. Jones stated that such cards would be posted when the new timetable of the Eastern Lines goes into effect on January 16th.

By W. W. Cooper: That 130-class cars should have curtains at the entrance, both front and rear, for the reason that passengers cannot occupy front seats when it is raining as the rain beats in on them.

Disposition: Mr. Gilbert advised that these cars were going through the shops and the matter would be looked into.

PACIFIC ELECTRIC RAILWAY COMPANY Operating Revenues and Expenses, Taxes and Income Accounts December, 1920

Passenger Revenues	\$ 986,018	
Freight and Switching Revenue	339,088	
Other Revenue	61,107	

Total Railway Operating Income..... \$1,386,213

Total Railway Operating Expenses		
Wages	\$775,545.65	
Other Charges	348,888.55	

Transportation for Investment—Crewit... \$ 3,622.10 \$1,120,812

Revenue Less Operating Expenses..... \$ 265,402

Depreciation

Taxes Assignable to Railway Operation..... 68,373.31

Total Depreciation and Taxes..... 90,821

Revenue Less Operating Expenses, Dep. and Taxes... \$ 174,581

Non-Operating Revenue

Net Revenue

Interest on Bonds and Other Debt..... \$311,113.25

Rents and Miscellaneous Income Deductions..... 44,670.13

Total Deductions

Net Loss

Net loss for twelve months ending December 31, 1920..... \$1,162,451

Jan. 22, 1920. H A CULLODEN, Auditor.

By J. A. Severance: That the light at Hancock be put inside the booth to prevent globes being stolen, as they frequently are in the present location.

Disposition: Referred to the Electrical Department.

By J. A. Severance: That the baggage trucks at Riverside Station should be locked up during the night, for the reason that boys run them out into the street and it is liable to cause an accident.

Disposition: Referred to Mr. Peachey to see that these trucks are chained up.

By J. A. Severance: That 1300-class cars be equipped with destination signs covering Eastern Lines, also two dash signs reading Casa Blanca and Chemawa Park, account of running extras to these points during heavy travel.

Disposition: Roller signs have been ordered for 1300-class cars, also dash signs.

By J. A. Severance: That the trolley catcher on car No. 495 is altogether too high and it is impossible for the conductor to reach same, it should be lowered.

Disposition: This matter has been taken up several times but, on account of it being of standard height, it could not be changed.

By J. A. Severance: That during Safety Week every one of us should make a special effort to avoid any liability accidents, and try to be 100 per cent perfect on the Eastern Lines.

This was heartily endorsed by all present.

By C. L. Ellis: That a number of the coasting clocks on 1200-class cars are not in working condition when they arrive at Rialto from Los Angeles.

Disposition: Referred to the Mechanical Dept.

By P. S. Corl: That Ohmer registers be changed, so that when selling one way and round trip tickets they will read "Tickets Sold" for both, for the reason that oftentimes passengers ask for a one way ticket and change their minds and want a round trip after the one way fare is registered and ticket issued, and if the register were made to read "Ticket Sold" for both one way and round trip the register record would be O. K. and they would not have to make any notation of same.

All the conductors present were heartily in favor of this change as above condition is one that happens quite frequently.

Disposition: Referred to Mr. A. C. Bradley.

By C. L. Ellis: That there should be some Trainmen's Meetings held in the daytime to accommodate those who at night.

Disposition: This taken under consideration until the next meeting.

By J. W. Bosley: That the waiting station at Bench should be repainted account of the numerous obscene writings inside same.

Disposition: Referred to the M. W. Department.

By G. W. Wells: That a shelter station be erected at Highland Ave and Street to accommodate those who wait for the cars at that point.

Disposition: This matter will be checked up and report made as to recommendations.

By G. W. Wells: That telephone booth should be placed at Highland Ave. and B Street on account of keeping the train register dry, also to give some protection to trainmen when coming up from this point, there being fifteen minute service from 6:00 a. m. until 7:00 p. m.

Disposition: Referred to Mr. P. Peachey.

There being no further business before the meeting, adjourned at 9:30 m. Next meeting will be held in Riverside, Tuesday, 8th, 1921.

F. E. PEACHEY, Secretary

PE

NORTHERN TROLLEYGRAMS

Motorman W. H. Pohlman is at Crocker Street Hospital recovering from a serious operation.

Motorman Gilbert Reid is also at Crocker Street Hospital. He has been dangerously ill but at present time is doing as well as could be expected.

Conductor Rector is still confined to the hospital. Rector has been there for over a month.

Conductor Jack Wilson is now on his vacation. In his absence Conductor Fanning will ride the incline.

Conductor W. D. Evans is on the sick list. Too many boils.

L. H. Wilson has passed up the minimal Foreman Run for the time again.

**Y
e Accounts**

.....	\$ 986,011
.....	339,088
.....	61,107
.....	\$1,386,214
22.10	\$1,120,812
.....	\$ 265,402
47.95	90,821
73.31	\$ 174,580
.....	2,283
.....	\$ 176,864
3.25	355,783
0.13	\$ 178,918
.....	\$1,162,451

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(Continued from Page 4)

Largest trout caught in lake or stream: Length 23 inches; Bristol Steel Trout rod, won by J. W. May. Largest fresh water bass: Weight 10 pounds, 6 ounces, caught by J. W. May; \$5.00 merchandise order.

Mr. Stuart suggested that we plan a trip to some beach, where competitive fishing contests could be held. After discussing this matter, it was decided to hold it over for the next meeting.

Motion made and carried that after our business meeting in February, we go over to the B. H. Dyas indoor rifle range and hold a competitive rifle shoot. A first prize and booby prize will be offered.

Motion made and carried that we hold the annual election of officers at our meeting in February. Secretary instructed to include this in his motion of this meeting.

Mr. Stuart suggested that the Executive Committee inspect the books of the Secretary and Treasurer.

Meeting adjourned at 9:25 p. m. and all present enjoyed a large mulligan stem and mince pie.

L. F. VOLKHART,
Secretary.

COMPLIMENTARY

Several letters of commendation of employees have been received during the past month that are of interest to the entire working body and are published herewith.

Mr. Ralph S. Boyesen, Secretary to Chief of Police, City of Los Angeles, writes as follows:

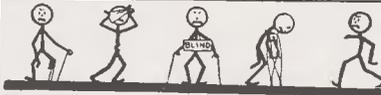
"Knowing that you are interested in the good deeds of your employes, it gives me pleasure to report to you an unusual instance of devotion to duty by one of your car crews.

"I think the incidents herein narrated took place Wednesday morning, January 19. The number of the motorman I could not observe, because of circumstances, but I did note that the conductor's number was 2312.

"The inbound car—Culver City to Los Angeles—which was due at Normandie avenue at 8:30 a. m., came to a sudden stop about half a block west of where I was waiting for the car. The trolley pole had come out of its socket, and in striking some obstacle was seriously bent. The car crew climbed up on the roof and worked desperately for eight or nine minutes, by much heavy labor, bending the pole so that it would touch the trolley wire.

"A heavy rain began falling shortly after the car was started again, and just east of Normandie avenue the trolley pole refused to stay in its socket, and even when held in place failed to take the wires. Conductor 2312 climbed to the roof of the car, held the pole in place, and remained in the rain and acting as an adjunct to a trolley pole so that the car could keep on running. Every now and then he clambered down to collect fares and then scrambled back to his precarious position. The last I saw of him the car was running toward town and he was taking a thorough drenching. I myself got off at the Grand avenue crossing.

"I like to see men on duty show en-



**While life to these with
pain is full—
They thought that
Safety First was "bull"**

terprise and nerve. In my thirteen years in Los Angeles I have found your conductors and motormen uniformly courteous, honest and apparently devoted to duty. It is my belief that you get an unusually high class of men to work for you, and I believe that Conductor No. 2312 deserves a high place among these."

Mr. Richard Wagen of Boston, Mass., while a guest in the city recently, remembered the courtesy of our Motorman No. 111 (P. H. Riordan) of the Northern Division and has the following to say with reference thereto:

"Motorman 111 was very kind to me in helping me off and on the street-car the other day, from Pasadena to Los Angeles, with my luggage. But he was not only kindly to me, but also to quite a few other passengers, and conveyed with his cheerful manner a happy atmosphere all around him. I thought by bringing this case to your attention you would perhaps be interested."

SHOOTS A HOLD-UP

Once in a while a highwayman tackles the wrong fellow as was the case last Friday night about 8:45, when a thug named Allen attempted to hold up Conductor F. Wolff on one of our Pasadena City lines.

The hold-up boarded the car at the end of the Lamanda Park line, stuck a gun under the nose of Conductor Wolff and demanded his money. Wolff replied that he had made a turn-in of all his funds, and a demand was then made for his watch, the demand being apparently complied with by Conductor Wolff; but, who, in reality, was playing for a little time, watched his opportunity and succeeded in reaching his gun and put the highwayman out of business.

When the Pasadena police arrived, after the shot, they found Wolff astride the hold-up, and he was turned over to the officers.

A few more little stunts like the one pulled off by our conductor will make holding-up of train crews less popular with miscreants.

Our congratulations are extended to the conductor for his good work.

DON'T, MR. CONDUCTOR!

Don't advise passengers travelling between Pasadena and Los Angeles, that stop-over will be provided at the Ostrich Farm, by conductors operating on Watts-South Pasadena Line. Tickets allowing stop-over at this point are sold only at Los Angeles, Main Street Station Ticket office, or at Pasadena Ticket Office, which provide separate coupons covering each portion of the



**These Gents with pains
are never curst
Because they practice
Safety First**

—United Railways of St. Louis Bulletin.
trip, and conductors must not sell tickets providing stop-over at this or any other point.

Don't fail to honor tickets reading between Los Angeles and Sierra Madre, via Pasadena, when passenger desires to travel in this manner, but triplex exchange checks issued on such tickets collected must be limited to next connecting car, and are not good for stop-over at Pasadena.

Don't fail to inform passenger of proper transfer point where change of cars is necessary to reach destination to which fare has been paid, as many strangers are not familiar with the operation of our trains, or the location of the various junction points.

Don't fail, if possible, to secure name and address of passenger presenting bogus or mutilated tickets for transportation, and show same on miscellaneous report attached to such tickets lifted.

Don't fail to study carefully instructions contained in Sections 1 to 13, inclusive, Bulletin P. D. No. 440-D, which explains the purposes for which various forms of transfers should be used, also necessary instructions relative thereto.

Don't refuse to issue transfers, upon request, at Oneonta Park, from Pasadena Short Line to Oak Knoll Line, or vice versa, to passengers presenting tickets or paying fares to points in South Pasadena, and car upon which travelling does not operate to destination to which fare or ticket collected applies.

Transfers issued at this point must be punched to destination of fare collected, in space provided thereon, and honored accordingly. Refer to Section 3, Page 4, Bulletin P. D. 440-D, for further instructions relative to this matter.

Don't fail to observe that the following forms of Commutation tickets are issued for individual use and are good for transportation of purchaser only, whose signature must appear on back cover: 10 Ride, 40 Ride, 46 Ride, and 60 Ride.

Don't fail to observe that 30 Ride Family Commutation tickets are good for use of purchaser whose signature must appear on back cover, also for use of dependent members of his or her family, household servants or such relatives who may be permanently living with and dependent upon the purchaser for support; but name of each person entitled to use of same must be written in spaces provided thereon.

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Los Angeles, California



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