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Leading the Blue-jackets Home

Growing A Sturdy Soul

LIFE puts it up to us a good many times. It challenges us, sometimes a dozen times a day, making difficult demands upon us, and asking us to do things that are neither alluring nor comfortable.

Of course if we are so inclined we can run around the challenge, or we can even so educate ourselves that we will be largely insensible to it, but not many of us, surely, are so cowardly and spiritless as that. It is a fine thing to face up to life, to respond to the difficulties that it puts in front of us, to match ourselves against its call to do testing and hard and worth-while things.

It is fine, for one thing, because there is no other way of growing a sturdy, virile soul.

A man who runs away from things is a coward, and a real coward is about the most miserable and unattractive thing on the face of the earth. And then, facing up to life and taking its difficulties and obligations somewhat seriously is the only way of making life count.

Making a success of life in any real way is never child's play. It is never done by accident or trifling. Courage, hard work and persistence are a part of the price that always has to be paid.

And then, the valorous, responsive, courageous spirit is fine because it does seem to be a divinely intended way of life. It is the scheme of things that real men living a real life should not find things too easy. Every day the Master of Life is calling us to show the metal that is in us.

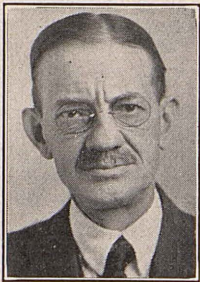
—*The Christian Guardian.*

Car Service Bureau and Its Functions

Nothing to Do But Keep 3,500 Freight Cars on Line Daily Moving To and From Shipper With Minimum Time and Car Mileage

By H. E. NORTON,
Chief Clerk, Car Service Department.

JUST what are the functions, the problems and what is most needed to make the work of the Car Service Department of greater utility to both the railway and the shipper? The foregoing rather blunt



R. S. Maison

queries were put to the writer by the Editor to cover in dealing the activities of this department. Only in the comparatively recent past has the Car Service Department of the railroad industry been recognized in its true light as an important cog in the transportation machine. Previously, due to a lack of understanding, we were looked upon more in the fashion of a pest to be humored. Not so now, however, for with enlightenment came co-operation so difficult to obtain in earlier days.

The function of this department may be thus briefly stated: (1) Getting desired freight cars delivered to the shipper in the minimum of time and distribution of equipment to the best possible advantage. (2) Maintaining movement records of both owned and foreign freight equipment.

The distribution feature of our work involves the handling of in excess of 3,100 company cars and in addition an average of 400 foreign freight cars are constantly on our lines. Not only is it a fact that a standing car produces no revenue, but in the case of foreign equipment to permit them to remain in our possession subjects us to per diem penalties. Hence the essentials to be rigidly observed in distribution of equipment are: promptness in meeting the demands of patrons for equipment, avoidance of unnecessary empty car mileage; minimizing per diem expense and observance of Car Service Rules.

Course of Car Order

Let us trace the operation which follows the placement of a car order.

When an order is received and suitable equipment is available on line details are furnished the Chief Dispatcher who forthwith transmits instructions to Freight Conductor concerned.

When we receive an order and suitable equipment is not available on the line, we immediately order a car lined up in the yard, or, if necessary, order from the connection that will receive the line haul should the shipment be destined beyond our rails.

All orders are written in a ledger, which is checked for errors and omissions. This data is then copied by typewriter in the form of a "Distribution Sheet," which also contains instructions relative to disposition of all surplus equipment. This report is also checked, after which copies are sent by special mail to the Yardmasters and Car Clerks at the Los Angeles Yards, also to Chief Dispatcher.

On the following morning we receive reports of all cars forwarded, and orders that were properly filled are

O.K'd and immediately mailed to the Agent interested, copy of original order being retained in our files. Thus a complete record of each transaction becomes a permanent file in our office. Unfilled orders, if any, are given preferred attention at once to determine reason for not being filled and every effort is put forth to supply the equipment without further delay.

To assist in the distribution of equipment we receive a yard check daily from each of the four following distributing centers — Los Angeles, Wilmington, San Pedro and San Bernardino. This report indicates by classes what empty equipment is available, also orders on file in that particular district and estimate of anticipated requirements.

In the handling of car accounts a complete record is maintained of both Pacific Electric and foreign freight equipment while on our rails. From this record per diem, switching, claim, movement, freight motor and car mileage statements are prepared,

by the department personnel which consists of twelve office workers and a "car runner" under the supervision of our Chief, R. S. Maison.

One of our leading activities is the elimination of delay of equipment at destination, as failure to promptly unload equipment curtails available car supply and is costly to the shipper, consignee and carrier. It is for elimination of such delays that Car Runner Packer is constantly in close pursuit and his personal contact and vigilance has done much to reduce such delays. Foreign freight cars on our rails involve an expense of \$1.00 per day per car and in course of a month, with 400 foreign cars on our system daily, this item can reach a tremendous proportion unless delays are minimized. By making delivery of such care to interchange points before midnight the dollar per car charge is saved.

Tonnage Leaders

Los Angeles Harbor and rock crushing plants make the largest constant demand for equipment, the tonnage from which requires about four hundred cars daily. Next in point of tonnage

"Personal Contact" Success Motto of Car Service Agent Maison

OUR Car Service Bureau, directed by R. S. Maison, is a department of whose activities we hear comparatively little, unless a member of either the Freight or Transportation branches of the service. Nevertheless, its efficient functioning has an all-important bearing upon freight revenues.

It is the connecting link between the shipper and our operating forces and upon the intelligent manipulation of some 3100 freight cars of our own, and 400 foreign line cars daily, expeditious service and profitable freight traffic depends. That this department does function with dispatch and in harmony with rules and regulations set forth by the American Railway Association is verified by the frequent "100 per cent efficient" reports of that body.

"Personal contact" is the element which Mr. Maison gives credit as being most helpful in successfully carrying out the work of his department. He believes, and his theory is very plausible, that correspondence should be reduced to a minimum and that instead, important matter be discussed in person between parties concerned, wherever possible. Such a practice, he contends, brings about a thorough understanding, direct action and eventual saving of time through a mutual knowledge of joint problems.

handled comes the item of cement, which originates at Victorville, Ore Grande, Colton and Crestmore. This commodity in volume is closely followed by perishable products which are handled in refrigerator cars supplied under contract by the Pacific Fruit Express.

Our freight trainmen personnel, for the most part, is recruited from passenger crews who have passed single track examination and one of the contributing factors in the efficient service rendered by our freight forces may be credited to the understanding of our problems which exists in the mind of these workers. Mr. Maison for several years past has made it a point to talk with each new freight Conductor coming into this branch of the service. He explains at length the condition with which the department is confronted and passes on to them a fund of practical knowledge, as to the manner of best handling the interests of both the shipper and company.

The Car Service Department is one of the main contacts between the shipper and company. When our patron's requirements are promptly and properly cared for we have rendered a service which cultivates pleasant relations and satisfied customers, without which no business can permanently survive.

We have the facilities and organization to render a class of service second to none. Co-operation is the element most required to solve the difficulties of this department, and with co-operation, in the words of our Chief, "everything is possible."

BANANA RECEIPTS FOR SEPT. LARGEST YET RECORDED

Rapidly increasing in recent months, banana shipments incoming at San Pedro, broke all previous records last month when 58,000 bunches, requiring 105 cars to handle, were forwarded from the local port. The pleasing feature from a traffic standpoint is that they are all moving by rail, we are informed by J. M. McQuigg, Agent at San Pedro.

Most of this tropical fruit received is shipped from Panama and is received chiefly from the Furness Line, whose ships are all equipped with refrigeration plants, which insures good arrival condition.

The Standard Fruit Company is handling bananas from Panama, having increased their acreage the last year. This firm is one of the largest importers of bananas at this port and also at the port of New Orleans, shipping them all over the country from the southern port.

It appears that a large part of the banana business is now being diverted from San Francisco to Los Angeles Harbor for several reasons. It is pointed out that one of these reasons is that the docks here are best fitted for quick discharge and prompt dispatching of bananas. A good many of the docks allow a four car spot, which enables the steamship company to completely discharge without interruption, which delay might

Trainmen To Aid S. P. Business Campaign

NEAT holders for cards bearing the words "Southern Pacific Prospective Business Tips" have been placed at various car barns on the system. In each is a supply of card forms on which Trainmen and other employees, knowing of anyone who is thinking of traveling or who is preparing to ship freight, may make a note for the benefit of the Southern Pacific passenger or freight solicitor.

Our parent organization maintains a proficient crew of trained solicitors and but few hours elapse after receipt of these cards until one of them visit the prospect named. These solicitors render a valuable service and go prepared to furnish every detail of information desired, such as best and shortest routes of travel, train departures and best connections, make sleeping reservations, quote tariff charges, etc. In fact, the prospective traveler need not visit a ticket office, as the solicitor will give every bit of information desired, take order and deliver both passenger and Pullman tickets. So, in addition to helping our good cause, tips supplied are beneficial to the prospective traveler or shipper.

Conductors on P. E. cars, particularly, come in contact with many people and can pick up information of this kind frequently which, when followed up, will secure the business for the Southern Pacific.

Interest of employees in this will be appreciated by the management and business secured will win recognition and reflect creditably to those who supply the desired information.

be caused from switching. Also as a more central distributing point and as a matter of saving considerable time as against shipping by rail to interior points from San Francisco.

The Standard Fruit Company intends to inaugurate a new service within a short time on bananas and expect to handle about 70,000 bunches per month.

Nothing To Stop Her

Mose and his 'gal' were standing in front of a restaurant admiring the food in the windows. "Mose", said the girl, "dem vittals sho done make mah mouf water."

Mose: "Well, go on an' spit, nigger; I ain't stoppin' you!"

If you want to learn to control your temper, start an argument with a man you can't whip.

HERE'S SOME GOVERNMENTAL OWNERSHIP THOUGHT FOOD

Martin B. Madden, Illinois representative in Congress, chairman of the house committee of appropriations, watchdog of the treasury and a leader in the tax reduction program in Washington, in addressing a 12-state western taxpayers' conference at Portland, said in regard to government operation of business:

"Governmental agencies are not qualified to operate any business out of which any profits are to be made. Patronage to pass out, the demands of influential friends to satisfy, and the continual upbuilding of political prestige at public expense are the things that account for most of our governmental troubles."

Referring to the attempts at government ownership of an American merchant marine, Mr. Madden used the United States shipping board as an illustration. He explained how the sudden requirements of the country when plunged into the world war had thrown it into the ship-building business. At the close of the war the government had 437 ships, but then someone conceived the idea that the government ought to go into the shipping business and make the United States the greatest maritime nation on the face of the earth.

"Not satisfied with the 437 ships we had, and which we didn't know what to do with, we got busy and built a lot more, so that pretty soon we had 23000—some of which wouldn't float. These cost us over \$3 000,000,000. There was not a member of the shipping board who knew about operating ships, and if there had been it probably would not have helped matters much, for there were 531 men in Congress that had 531 different ideas of just what should be done.

"Now I am heartily in favor of perpetuating an American merchant marine. I am in favor of doing it even if we have to give these boats away. I found that it was costing more than \$50,000,000 a year to take care of these boats, only one-fifth of which we were using at all. It was costing the major portion of this amount to keep the boats we were not using and had no earthly use for afloat. We have succeeded in cutting our annual loss down to \$36,000,000, but we still have to pay out \$24,000,000 of this to keep ships afloat that aren't in use. My idea is to get rid of them so we can keep the American flag afloat."

In this brief sketch of the nation's experience with government ownership and operation, Mr. Madden told the story of such ventures which, of necessity, are subject to political management. No more striking object lesson could be placed before the American people to guide them away from such undertakings.

—Hanford Morning Journal.

Good Morning, Judge

First Lawyer: "And did his speech carry conviction?"

Second Lawyer: "It did. His client got five years."

CHOOSE TRAINMEN FOR WORK ON SAFETY COMMITTEE

Official bulletins issued last month by the respective division superintendents stated that the following Trainmen had been selected to serve on the Safety Committee during the months of October, November and December:

Western Division: J. H. Nichols, Conductor, Sherman; B. B. Gardner, Motorman, Hill Street; C. E. White, Conductor, L. A. St. Yard, C. W. Harris, Motorman, Ocean Park; R. A. Williams, Conductor, L. A. St. Yard; L. E. Titus, Motorman, Sherman.

Southern Division: Roy Roepke, Conductor, Santa Ana; L. E. Cole, Motorman, San Pedro; L. J. Lockwood, Conductor, Watts; R. J. Stinson, Motorman, Long Beach; B. A. Dills, Conductor, 8th and Hemlock; L. G. Palmer, Motorman, 8th and Hemlock.

Northern Division: E. B. Griffin, Conductor, Macy St.; Frank Breen, Motorman, Pasadena; E. G. Erickson, Conductor, Riverside; A. R. Butler, Motorman, Pomona; G. J. Riddell, Conductor, Macy St.; Wm. Mack, Motorman, Macy Street.

"It will be their duty," stated the announcement, "to bring up for consideration and discussion any unsafe operating practices or hazardous conditions that same may be corrected.

"They will appreciate your co-operation to the extent of calling their attention to conditions or practices which appear to be unsafe or detrimental to the service."

What some people know about driving an automobile would fill a book—and what they don't know about it helps to fill the morgue.

Preparing the Motorman For Universal Duty

THE ability of Motorman to operate successfully more than one class of equipment is a necessity on Pacific Electric lines, owing to the great variety of equipment used. The task of fitting Motormen for handling and meeting operating contingencies arising from time to time on the line is the vocation of Geo. B. Miles, Equipment Instructor.

In the early days of the industry only a few hours were thought necessary to qualify a Motorman for duty, the simplicity of mechanical and electrical equipment being such as to permit the hasty mastering of those details, but the motor of those days was a crude affair as compared to that of the present.

The modern electric car, however, is a far more complicated vehicle, as well as a far more efficient one, and if there be any doubters to the amount of knowledge required to successfully operate them we respectfully suggest that they sit in on one of the regular seances held under the direction of Mr. Miles. From both an operating standpoint and to fit Motorman to qualify for runs to which their seniority entitles them, this training is necessary.

At frequent intervals bulletins are issued advising that at a given time and place special instructions will be given on the operation of a specific class of equipment. Classes, ranging from five to twenty in number, are usually held at Terminals. The functions of each of the various mechanisms are explained and the method

PORT EXPORTS SHOW GAIN

Value of Los Angeles Harbor exports for the fiscal year of 1924-1925, showed an increase of more than 60 per cent over the previous year. Substantial gains in imports and custom receipts were also shown.

Harbor exports for the fiscal year just past amounted to \$72,537,044, as compared to \$44,747,895 for the year 1923-24. Imports for 1924-25 aggregated \$32,608,809, against \$29,649,188 for the previous fiscal year. Custom receipts for 1924-25 totaled \$4,207,901, as compared with \$4,122,132 in 1923-24.

Postal receipts went over the \$8,000,000 mark for the first time in Los Angeles history, aggregating \$8,069,259 for the fiscal year. Last year the total was \$7,594,993.

What a "Nixie" Is

A "Nixie" is a letter or parcel post so improperly addressed that it can neither be delivered to the addressee nor returned to the sender without special treatment. This special treatment costs the Postoffice Department, or the taxpayer in the final analysis, approximately \$1,740,000 every year.

Someone suggests that snoring be named sheet music.—Siren.

to employ to correct failures are discussed at great length. Motormen are not immediately assigned to run after having attended instructions governing certain types of equipment, but are put in charge of an experienced Motorman until such time as they prove their ability to operate safely and well.



Equipment Instructor Miles explaining the motor control arrangement on 1100-class cars. Frequent instructions are given in order that Trainmen may have a thorough working knowledge of the various mechanical features, fitting them for service on the various types of equipment used throughout the system.

Organization Advances Safety

Committee and Individual Efforts by Co-ordination Produce Results. Suggestions Solicited.

SAFETY, being the element of our operation most earnestly striven for, a brief review of the manner in which this feature is conducted on Pacific Electric lines will be timely.

The safety work of the Company is carried on through organized committees, one for each operating division and a general committee known as the Central Safety Committee.

The trainmen members of the several division committees are appointed by the respective division superintendents and serve for a period of three months.

Each committee meets once a month on different dates, the Central Committee meeting last in order to consider recommendations referred to it by the division committees.

Minutes are kept of the proceedings of all meeting and copies are furnished each terminal, as well as to the heads of the various departments concerned.

The committees will be glad to receive practical suggestions along safety first lines from any employee; these may be addressed either to the chairman or the Secretary, and will be submitted at the next succeeding meeting of the committee concerned.

Every employee in all branches of the service should take a genuine interest in safety work. While much has been accomplished toward the elimination of hazards and careless practices, there is still much to be done, particularly along the lines of education. Most accidents are avoidable; people get hurt because of their own carelessness or thoughtlessness. The educational idea is to teach them to think and act safely.

Let the committees have the benefit of your ideas regarding increased safety on the cars, in the street or in connection with your work; they will appreciate your active co-operation.

The Central Safety Committee is composed of officers of the Company, as follows:

F. L. Annable, General Superintendent, Chairman.

A. C. Bradley, Supt. Northern Division.

O. P. Davis, Supt. Southern Division.

W. C. White, Supt. Western Division.

S. H. Anderson, Supt. of Power and Equipment.

F. E. Geibel, Ass't. Supt. of Equipment.

E. C. Johnson, Chief Engineer.

S. A. Bishop, General Claim Agent.

C. C. Fenimore, General Storekeeper.

F. R. Fysh, Chief Special Agent.

M. P. Groftholdt, Gen. Service Inspector.

G. H. Grace, Chief of Efficiency Bureau, Secretary.

The Northern Division Committee membership is as follows:

A. C. Bradley, Superintendent, Chairman.

C. H. Belt, Ass't. Supt.

H. E. Rodenhouse, Ass't. Supt.

F. E. Peachey, Ass't. Supt.

A. S. Kuderna, Trainmaster.

N. C. Davis, Trainmaster.

A. P. Smith, Ass't. Trainmaster.

H. L. Wiggam, Ass't. Trainmaster.

W. B. Foote, Terminal Foreman.

W. Watkins, Division Line Foreman.

J. Shearn, Roadmaster.

A. Selfridge, Roadmaster.

G. S. McClure, Ass't. Engineer.

J. B. Green, General Foreman, Equipment.

J. J. Staddon, Claim Investigator.

E. B. Griffin, Conductor, Local lines.

Frank Breen, Motorman, Local lines.

E. G. Erickson, Conductor, Interurban.

A. R. Butler, Motorman, Interurban.

O. J. Riddell, Conductor, Freight.

Wm. Mack, Motorman, Freight.

G. H. Grace, Secretary.

The Southern Division Committee personnel follows:

O. P. Davis, Superintendent, Chairman.

O. Taylor, Ass't. Supt.

E. Clark, Ass't. Supt.

H. C. Ward, Trainmaster.

E. B. Whiteside, Ass't. Supt.

V. B. Radcliffe, Roadmaster.

I. McInnis, Roadmaster.

A. Selfridge, Roadmaster.

G. S. McClure, Ass't. Engineer.

A. Herskind, Division Line Foreman.

J. B. Green, General Foreman, Equipment.

J. J. Staddon, Claim Investigator.

L. J. Lockwood, Conductor, Local Lines.

R. J. Stinson, Motorman, Local lines.

Roy Roepke, Conductor, Interurban.

L. E. Cole, Motorman, Interurban.

B. A. Dills, Conductor, Freight.

L. G. Palmer, Motorman, Freight.

G. H. Grace, Secretary.

The Western Division Committee membership consists of the following:

W. C. White, Superintendent, Chairman.

S. E. Wilson, Ass't. Supt.

C. T. Farmiloe, Trainmaster.

B. Porter, Trainmaster.

E. A. Cole, Ass't. Trainmaster.

J. J. Cleary, Ass't. Trainmaster.

J. Foster, Roadmaster.

I. McInnis, Roadmaster.

G. S. McClure, Ass't. Engineer.

A. Kean, Division Line Foreman.

B. W. Todd, General Foreman, Equipment.

J. J. Staddon, Claim Investigator.

J. H. Nichols, Conductor, Local lines.

B. B. Gardner, Motorman, Local lines.

C. E. White, Conductor, Interurban.

C. W. Harris, Motorman, Interurban.

R. A. Williams, Conductor, Freight.

L. E. Titus, Motorman, Freight.

G. H. Grace, Secretary.

COMPARISON OF ACCIDENTS DURING AUGUST, 1924, AND 1925

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1925	1924	1925	1924	1925	1924	1925	1924
Interferences with vehicles ..	111	93	92	96	204	172	32	31
Collisions and interferences with cars	1	3	4	3	5	7	1	
Persons struck	2	3	5	3	5	4		
Deraillments	10	11	16	23	8	13		
On and off moving cars	13	11	6	10	9	9		
Miscellaneous	28	28	48	38	50	49	13	11
Total	165	149	171	173	281	254	46	42
	Inc. 16		Dec. 2		Inc. 27		Inc. 4	
					1925		1924	
Northern Division					165		149	
Southern Division					171		173	
Western Division					281		254	
Motor Coaches					46		42	
Total					663		618	
							Inc. 45	
					1925		1924	
Interferences with vehicles					439		392	
Collisions and interferences with cars					11		13	
Persons struck					12		10	
Deraillments					34		47	
On and off moving cars					28		30	
Miscellaneous					139		126	
Total					663		618	
					45 Inc.		7.28% Inc.	

Saving Dollars by Salvage and Repair

Recovery of Much Material Due to Modern Shop Methods
and Returning the Obsolete to Usefulness

By WILIS M. BROOKS,
Mechanical Department

HOW many of us remember the old junk man who used to come around at regular intervals, driving an antiquated steed hitched to a rickety wagon, and announcing himself by blowing a tin horn? Many a boy could count his days of affluence by the visits of the junk men.

The history of the "junk man" or more properly "salvage man," applied to modern industry is one of romance and led manufacturers to see ways of utilizing their scrap. By-products made their appearance on the market and the occurrence is not rare where the commercial value of the salvage, or by-product has exceeded the value of the main articles manufactured.

Following the war, commodity prices soared from 112 to 125 per cent over pre-war levels, with only about a 40 per cent increase in passenger and freight rates. Railroads have no by-products to offset such a differential. Their only product is service, and facing new and harassing economic conditions, a road might well go bankrupt were it not for the salvaging and repairing of worn and broken parts, as it is absolutely necessary that the maximum of service be obtained from all equipment.

Electric railways, particularly, have

been alive to the necessity and active in adopting such practices as offered opportunity of reducing operating expenses through salvaging operations, and the Pacific Electric has done and is doing much rehabilitating of broken and worn devices and parts which very materially reduce cost of service.

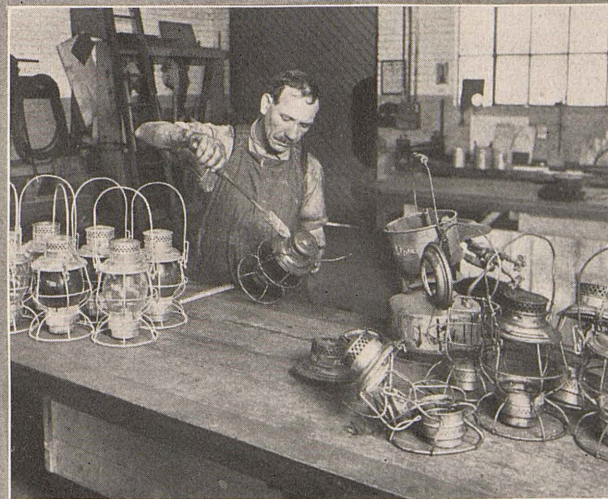
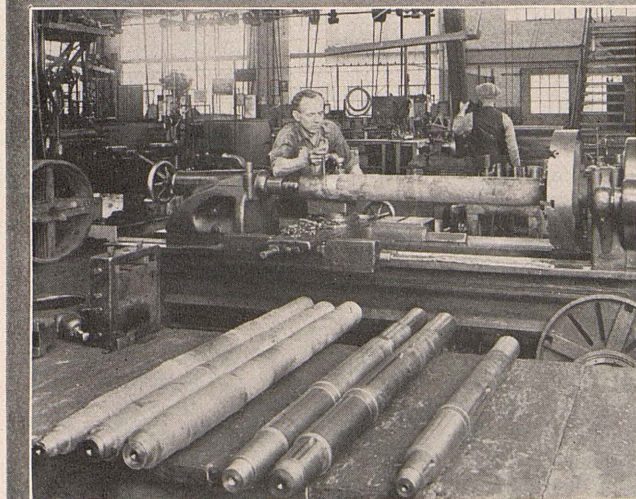
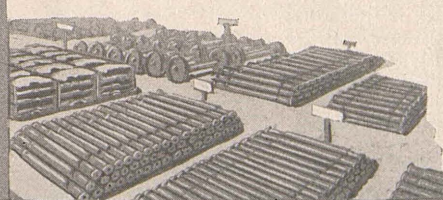
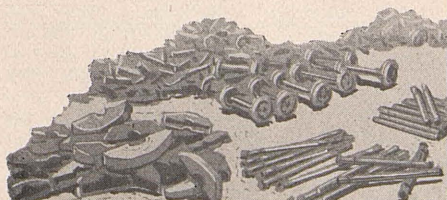
Two of the greatest aids in repairing worn or broken parts are the electric and acetylene welding outfits. With these, machine parts can be built up where worn, machined to true size and again placed in service, often obtaining as great a life as from the original metal. Flat wheels, for instance, have been built up, ground down to true round and the wheel again

put under a car, whereas under the old plan the wheel would have been ground or turned down until the flat spot was eliminated. Broken parts can be welded together again and be as strong as ever.

In the cut you will observe Foreman Spalding of the machine shop displaying a broken gear case which has been welded by the electric welding torch. The job is still in the rough, showing the nature and extent of the break. The gear case is now as strong as ever. Expensive articles of brass, such as brush holders, controller handles, etc., worn too great for further use are built up and re-used.

Items Recovered

Most running repair jobs are carried on under running store orders and comprise such items as the following: rehabilitating bearings for journals, motors and armatures; repairing and putting tops on five-gallon cans; repair oil containers, trainmen's ticket cases, dollies and four-wheel trucks, sealing irons, switch locks, lantern—both trainmen and tubular, switch lamps, switch mates and frogs, electrical bonding tools, maintenance of way tools and various other things too numerous to mention. Trainmen's



Bringing back to usefulness worn and broken mechanical units is an activity which receives much attention at our Torrance shops. In the picture above Foreman Spalding is displaying a broken gear case which has been welded at comparatively small expense. At left is seen mechanic converting worn car axle into armature shaft; at right lanterns that have seen better days are being restored.

lanterns will almost keep one man busy. In the cut trainmen's lanterns are shown "before and after" repairs.

Trolley poles and parts are repaired and further service obtained. Under present traffic conditions fenders seemingly damaged beyond repair are rebuilt and again presented to the intrepid motorist. Worn car axles, once sold as scrap metal, are now heated in the blacksmith shop and drawn out to approximate size for armature shafts. They are then turned down to correct size, threaded for the pinion nut and placed in stock for future use. That this job alone is an important saving can be seen from the picture of car axles accompanying.

Co-operation From Store

It is an old, but true saying, "Sinful waste makes woeful want." In the Mechanical Department we propose to eliminate waste wherever waste develops, and in this work have the active co-operation of the Store Department. All metal scrap is carefully preserved. On lathes turning rebabbed bearings, metal screens prevent the turned off babbitt from scattering and being lost. Short ends of copper wire clipped from newly wound armatures are preserved, and in fact, all metal is conserved and turned over to the Store Department. The Store brings in scrap from outside points also and all is separated and scrutinized. A Store Order covering a year's work is issued for reclaiming serviceable material obtained from scrap and such parts as have service still obtainable and repaired. The balance is broken up and separated into kinds and classes, put in bins and finally sold.

The subject of salvage is a large one and is personal to all. Let each of us then make a personal matter of it and see where we can salvage something: stationery, pins, pencils, time, anything, for "a penny saved is a penny earned."

TWO THREE-CAR TRAINS ARE ADDED TO GLENDALE LINE

The addition of another three car train night and morning during the heavy hours of travel over the Pacific Electric was made effective beginning Monday, (Sept. 21st). An additional train now leaves Los Angeles for North Glendale at 5:11 p. m., while the extra morning train will leave North Glendale at 7:17 a. m. and Broadway and Brand at 7:25 a. m.

The adding of new trains to previous schedule made necessary the revision of departing times of other morning and afternoon trains. As revised the new schedule calls for the departure of trains from Broadway and Brand at 6:54; 7:06; 7:08; 7:17; 7:25; 7:30; and 7:38. From Los Angeles trains now depart at: 4:50; 4:57; 5:02; 5:08; 5:11; 5:18 and 5:25 p. m. Also, to fit in with new schedule, the departure of early morning motor coaches on Line No. 2 were advanced six minutes.

The new schedules will be in effect five days weekly; on Saturdays and Sundays the previous schedule being operative.

Weekly Club Dances To Feature Departmental Gatherings

ALWAYS popular in the past, Club Manager Vickrey announces a new plan which will make the weekly dances held at the P. E. Club rooms even more popular.

In order to create additional interest and promote better acquaintanceship among employees each Thursday night dance in the future will feature and welcome particularly employees from one or more of the various departments. In this way the pleasure of the evening will be enhanced through the presence of intimate friends and fellow workers. It is not intended, Mr. Vickrey requests us to state, that attendance be limited to individual departments; on the contrary, employees from all branches of the service are invited and welcome any Thursday evening.

Each month's issue of the Magazine carries a complete program of the month's "doings" at the Club and by consulting it employees can keep in touch and attend on the occasion when their department holds forth.

The following schedule of Departmental Dance Nights have been arranged by Manager Vickrey:

October 15: General Superintendent's Office, Car Service Bureau, Timekeeper's and Telephone Operators.

October 22: Vice-President's Office, Freight Traffic, Passenger, Claim, Hospital, Legal, Building, R. E. T. & R. Office, News Bureau, Special Agents, and Treasury Department.

October 29: All branches of Mechanical Departments.

November 5: Purchasing, Stationery, and Store Departments.

November 19: Accounting Departments.

December 3: All branches of Transportation Departments.

January 7: L. A. Freight House Department and all Station throughout the System.

GRAPE ACREAGE EXPANDS IN SAN BERNARDINO COUNTY

By C. H. JONES,
Gen. Agent, San Bernardino

DURING the month of September almost three hundred car loads of grapes were delivered to connecting carriers, destined to Eastern markets, and originating along the lines of the Pacific Electric in San Bernardino County. With favorable weather conditions shipments will continue until latter part of October.

Last year, San Bernardino County stood seventh in the State in number of cars of grapes shipped, with a total of 2,213 cars. The county has 34,654 acres of grapes of which 23,208 are in full bearing. There are 14,925 acres of juice grapes bearing and 7,159 acres of newly planted; 1,646 acres of bearing table grapes and 1,310 new stock; 6,637 acres of bearing raisin grapes and 3,007 acres of newly planted.

The forwarding of juice grapes to eastern markets is a comparatively new innovation, but has made wonderful strides. With the past few years the marketing of juice grapes through eastern markets has grown from practically nothing to 58,000 car loads last year and prospects for larger output this season.

Prices this season have been very satisfactory to the growers.

Southern California grapes are increasing in popularity throughout eastern markets on account of fine quality. In this section they are much cleaner and freer from various diseases which affects grapes in other producing centers.

Due to over production, the raisin market is very much depressed and but very few raisins are being made this year. No doubt many acres of raisin grapes will be pulled out and replaced by juice or table varieties.

In view of the fact it is possible to produce fair crops of grapes without irrigation, many thousands of acres of apparently worthless land have been turned into valuable producing property which has materially increased the prosperity of San Bernardino and other counties.

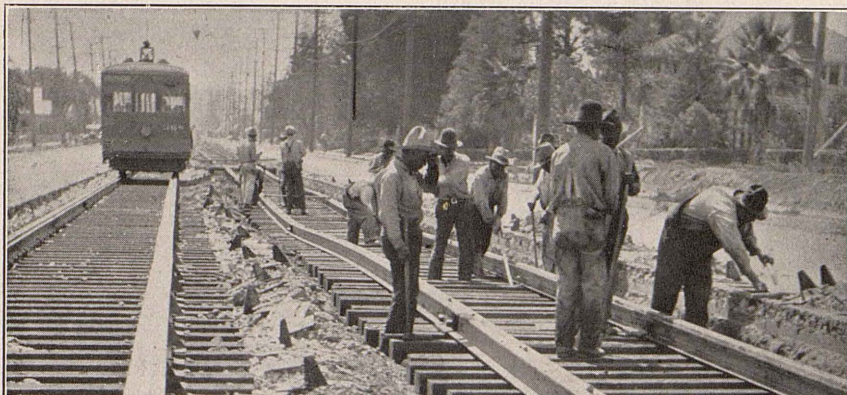
Some idea of the magnitude of grape industry of California can be realized when it is figured the crop is sufficient to supply every American citizen forty pounds of grapes.

Shocking

'Her niece is rather good-looking, eh?'

'Don't say 'knees is,' say 'knees are.'

Half Million For New Trackage



Engineering forces engaged in laying a section of new double trackage on North Lake Avenue line in Pasadena. The work also calls for reconstructing approximately 3100 feet, the total cost of the work being \$91,790.

By C. A. ELLIOTT,
Cost Engineer, Engineering Dept.

INVOLVING an outlay of \$491,000, three of the most important track extension and reconstructing projects undertaken by the Company in recent years are now under way and completion and servicing of all is anticipated by January 1st.

Outstanding and far-reaching in the work being done is the three mile track extension from Los Cerritos, on the Long Beach line to a connection with the Daisy Avenue line in Long Beach. Designed to serve the newly developing industrial district, known as West Long Beach, this extension will very materially increase our volume of freight traffic to the harbor district through providing a most direct line and establishing our service with many new industries locating in this district.

The northwest portion of Long Beach is developing very rapidly and recent activities by the City of Long Beach in projecting the enlargement of its present Harbor and constructing a new breakwater at an approximate cost of \$3,500,000 lends considerable impetus to the growth of the Long Beach harbor district, whereby the Company's new extension now under construction will furnish freight route between Long Beach Harbor and Los Angeles City proper.

A large track gang is actively engaged in laying the new line and since the work was undertaken during July, all grading has been completed, while all track will be laid by Oct. 15, contemplating the completion by Nov. 15th.

Quite a few construction difficulties have been encountered in this work. The necessity of complying with the limits of the Railroad Commission's Permit for the line's early completion made necessary that track laying proceed somewhat in advance of the line department's work. Approximately $\frac{1}{4}$ mile of track is being laid a day, 75 lb. C. S. Revised rail is being used and as the track laying

progresses it has been necessary, account of absence of overhead trolley line, to move the carload shipment of track construction material from Los Cerritos to the point where rail laying is under way by having a team of horses pull the cars. Likewise teams are used in pulling the empties back to the main line. Part of the line was graded through soil having clay formation, while the lower end of the line traverses the old Los Angeles riverbed, which district consists mostly of sand roadbed. This presents difficult work for the line department forces in pole setting work.

In Pasadena on North Lake Avenue the Company is reconstructing approximately 3115 ft. of the present single track line and constructing 2606 lineal feet of second track. Seven inch, 128 lb. grooved girder rail, rock ballast, treated ties and asphalt concrete pavement is the standard type of construction being used.

This section of Pasadena, north of

Washington street is rapidly being built up and double-tracking additional section of the North Lake Avenue Line was necessary to meet the exigencies of traffic. The City of Pasadena is now making extensive street improvements on North Lake Ave., requiring reconstruction of old track at this time. This trackage was formerly constructed in year 1906. The present work was undertaken August 12th, and is approximately 75% complete.

Rail renewal on the Del Rey-Re-dondo Line is also carried out at this time in order to bring this line up to the proper standard of safety and efficiency to accommodate high speed interurban passenger service and the heavy freight traffic between El Segundo (Standard Oil Co. Refinery) and Los Angeles. The rail on this line was formerly laid in year 1902. A large track force is now actively engaged in this work, anticipating completion of the job by January 1, 1926.

SPECIAL CLASS IN TARIFFS AND RATES AT HARBOR

Harbor district employees are again fortunate in having arranged for them a special night school class on tariffs and rates. Classes began on Wednesday, Sept. 23rd and will continue until the spring. Educational Advisor Hill is conducting the school which fact likely accounts for the large attendance.

The classes are held each Wednesday evening from 7:00 to 9:00 p. m. in P. E. Club quarters at the San Pedro Station. Most of those in attendance are employed at either Long Beach or San Pedro, although several of the students come from Los Angeles and the school quarters are sufficiently large to take care of others who may care to join.

Mr. Hill states that during the session the following subjects will be covered: Claims, tariffs, Pomerene Bill of Lading Act, Interstate Commerce Act and conference rules of the Interstate Commerce Commission.



Crew engaged on three-mile line extension between Los Cerritos, on Long Beach line, to connection with Daisy Avenue line in the beach city. A direct route from the Long Beach industrial district will result.

PRIZE CHARLESTON DANCE AT CLUB THURSDAY, OCT. 15

An unusually large crowd attended the first dance of the new season given at the Club on Thursday evening, Sept. 24th, and with the new plan of Club Manager Vickrey to feature various departments each week these dances will attract larger crowds than ever before.

Pacific Electric employees, in common with the dancing public, have been hit with the charm of the Charleston and many of them were seen hitting it off in great shape. Alive to the issue, Mrs. Mabel Rockwell Dancing Instructor and Hostess, immediately arranged to give a few lessons on the Charleston which took place just before the dance on the evenings of Oct. 1 and 8th.

Another Charleston lesson will be given previous to the dance on Thursday evening, October 15th and Manager Vickrey has also announced that a beautiful prize cup will be awarded to the couple whom the judges decide as being most proficient and graceful in their conception of the Charleston. Stipulation is made that one of the winning couple must be a Pacific Electric employee.

Request is also made that we announce that previous to the dance each Thursday, Mrs. Rockwell will give lessons to employees and their family members in the art of dancing the popular dances of the day. As in the past no charge whatever is made. Mrs. Rockwell is a most proficient tutor and employees are fortunate in having at their disposal so capable an instructor.

THAT'S GOOD WORK

He was whistling at his work
With a grin upon his face;
Not a solitary shirk
Seemed to loiter in the place.
But this youth who caught my eye
Seemed to glory in his task,
So I stopped to find out why,
And this question paused to ask:

"Tell me this, my cheerful lad,
As you whistle at your bench,
Why is it you seem so glad
To employ that heavy wrench?
Why so earnestly today
Do you labor at your task?"
And he looked as though to say
"That's a foolish thing to ask."

Then he answered with a grin
And he laid aside the wrench:
"Just today the boss came in
And stood beside my bench,
And he spoke to me like you,
Then took up this work of mine,
Looked it over, looked it through,
And then said, 'it's simply fine!'"

"You can talk about your pay
And the pleasure of a raise,
But I'm telling you today
That a little word o' praise
From the man you're working for
Does a fellow lots o' good,
And it makes him, more and more,
Want to keep on sawing wood."
—Exchange.

Fully Equipped

"I never saw but one man," said Uncle Bill Bottletop, "that I thought had a chance foolin' with bootleg liquor. He was a sword-swallower and his wife was a snake-charmer."—Washington Star.

The Decay of Teeth and Its Cause

BY DR. SAMUEL KAUFMAN,
DENTIST, MEDICAL DEPT.

THE efforts of the dental profession to ascertain very definite reasons for the great evidence of decay of the teeth has extended over quite a long period of time. Much research work on this great subject has been done, and is still being done for that matter, in an effort to either further prove our present accepted theory correct, or to entirely disprove it and replace it with another.

Many are the theories now, of course, but in the main there is only one that is accepted by practically the profession at large. At least 95% are convinced of its certainty. Dr. Miller was the discoverer and proponent. After his death the dental profession erected in his honor a beautiful monument for his great contribution to his profession.

Now for Dr. Miller's theory. As has been stated before, the teeth are completed organs, the only ones in the body now constantly undergoing changes due to environment or other body changes. There is no organic dental trouble. The teeth are covered with the hardest substance in the body, called enamel; that is, only the crown or the part exposed. Under this and forming the body of the crown is a substance called dentine, which is much softer. The root is still another substance even softer than dentine and resembling bone more than either dentine or enamel in its construction. This part does receive some nourishment from a thin tissue covering it called the Periosteum and it is necessary to maintain that tissue in perfect health.

Having in mind a picture, so to speak, of the construction of the teeth it should be somewhat easier to understand the theory of decay. Food of course, and faulty diet bear the burden of blame for the great incidence of decay. It is estimated that 98% of all people living have some decay.

Decay is produced in a most unusual manner. Starchy foods taken into the mouth cause the starting of it in this manner: Particles lodge in between the teeth or at the gum line and remain there. By their very nature these, of course, are gluey and stick to the surface very readily. If allowed to remain there they decompose, forming a substance called Lactic Acid, which immediately starts a so called "etching process" liquifying, so to speak, the enamel at the particular point that the starches are. This weakened point, of course, is a beautifully fit place for the activities of bacteria. They are sheltered and proper food and warmth are furnished and maintained. Their activities start in the enamel where they are by billions. They eat and enjoy health and life at our expense. After getting through the enamel their progress

EAST PAYMENT IS MADE OF INSURANCE CLAIM

Presentation of the check in payment of Group Insurance death claim of Joseph E. Berube, deceased Trainman, within 52 hours after his passing was the record made by our insurance bureau in conjunction with the Metropolitan Insurance Company branch in San Francisco.

Notified at 10 a.m., immediately after Mr. Berube's death, supporting papers in the case were executed and in the mail to San Francisco at 11:30 a.m. the same morning. Arriving early the following day in San Francisco the insurance company speedily vouchered the claim and had check for \$1500 in mail the same day. It was delivered in person to Mrs. Berube the next day at 2 p.m. George Chrystal, in charge of our insurance bureau, handled the company's end of the transaction.

The payment of Mortuary Fund check was made to Mrs. Berube in 48 hours, which is not an unusual occurrence, such payments frequently being made in 24 hours after death occurs.

Bedtime Story

Ma-ma, what is the pretty co-ed doing?

She is stop-ping to shake her skirt down.

Why is she shak-ig her skirt down, ma-ma?

So peo-ple can-not see her knees, Os-wald.

How can peo-ple see her knees, ma-ma?

Be-cause she has her stcok-ings rolled be-low them.

Why does she roll her stock-ings, ma-ma?

So people can see her knees, dear.

—Exchange.

Electric Locomotives Speed

A speed of 105 miles an hour has been attained by an electric locomotive in tests before 200 steam and electrical railroad men from all parts of the country at Erie, Pa. The electric proved superior in pulling after giving the steam engine a start at five miles an hour.

is rather rapid and they soon burrow through the dentine, finding their way directly into the center of the teeth to where the nerve is located and sometimes the very first knowledge we have of decay in our teeth evidences itself. We either awaken with an ache in the wee hours of the morning or have the ache miles from a dentist and relief.

Now a word about prevention. We cannot absolutely prevent. No tooth brush or other device has yet been invented that will do so 100%, but the various makes will at least measure up about 75%, and therefore, if we would have health, we must preserve our teeth with the best means at hand and it is not remiss to see your dentist at least twice each year to check up.

GREAT SPEED MARKS FINAL TERMINAL WORK



All special work and turnouts from the main tunnel leads have been installed upon the rubble ballast and tracks are now being aligned and surfaced. Track laying conditions are so nearly completed that work trains are now able to be operated over all five tracks of the terminal. Picture shows crew unloading material from work trains and electricians finishing track circuits for interlocking switch features of the terminal.

OUR huge Hollywood tunnel and new Hill street sub-surface terminal is fast reaching the point where a definite date of operation can be named, and that date is not in the far distant future either. Here is a review of progress as the Magazine went to press:

All tracks have been completely laid and ballasted in the tunnel proper, including overhead construction. The block signal system presents a ready for service appearance, being 90% complete. Some of the work on the interlocking plant is being handled at this time, the tower room for the plant's operators being provided in a section of the structure known as the Olive street undergrade crossing.

This is at the point where the five loading and unloading tracks branch off from the two main line tracks at the east portal of the tunnel and extend throughout the entire length of the subsurface terminal building. These tracks are practically completed, being constructed between concrete curbs, similar to those on the 6th and Main street viaduct. They are laid on ballast cushions, and the work of constructing the concrete loading and unloading platforms is nearing completion, as the reinforced concrete walls of the track troughs have been completely poured. All of the rough work involved in the reinforced concrete ramps leading to and from the mezzanine floor to the Loading and Unloading platforms has been completed.

All rough work in connection with the Olive street undergrade crossing is completed and the surface crossing of Olive street has been turned over for public use of vehicles and pedestrians. For the past several months Olive street at this point has been temporarily closed to all kinds of traffic during the construction of the undergrade crossing. This undergrade crossing is four stories high, as well as a section of the connecting structure west of Olive for a distance of 68 ft.

The erection of the Terminal building shows the steel 75% complete above Hill street level.

The drainage system just completed and placed in permanent operation throughout the tunnel proper is an interesting feature. Concrete water sumps have been installed at three locations, viz: west portal of subway, Flower street and at Olive street. When tunnel was constructed the bore passed through several locations where there existed extensive subterranean springs, which naturally cause considerable water to seep into the floor section of the tube.

In order to efficiently control this seepage, when constructing the tunnel on each side a 6-in. concrete pipe line was provided. Every 25 ft., laterals set on 45 degrees angle, have been placed, leading from the side pipe lines to the larger drainage pipe in the center. The center pipe line carries the seepage into the three sumps above described. Pumps in duplicate have been installed at each

of these three locations, and being electrically-operated they are automatically controlled, so that after the water collecting in the sump reaches a certain level, then pump automatically clears the sump, and when empty pump stops. The providing of duplicate pumps is for a reserve in case one pump fails. Each pump is capable of handling 45,000 gals. per hour.

EMPLOYEES IN HOSPITAL

Five of our fellow workers were confined in the Pacific Hospital, 1329 South Grand Avenue, at the time the Magazine went to press. The unfortunate ones are:

Frank Palmer, Carpenter, Mechanical Department.

Ivan B. Malin, Time Inspector, Auditor's Office.

James B. McCue, Prepay Clerk & Telegraph Operator, Terminal Freight Department.

Frank Norwood, Motorman, Southern Division.

C Barba, Laborer, Engineering Department.

A visit from friends often proves a boomerang to a convalescing patient and an occasional call is a duty which devolves upon us. Visiting hours at the hospital are from 2:00 to 4:00 and 7:00 to 8:00 p. m. daily.

Carry out that good resolve made to visit the sick at our hospital! You'll feel better for having done so.

Dumb: Shall we dance or talk?"

Belle: I'm so tired! Let's dance."

THE PACIFIC ELECTRIC



MAGAZINE



Published Monthly by the Bureau of News
(Executive Department) in the interest of
Employees of the Pacific Electric Railway.

E. C. THOMAS...Gen'l. Agt. Executive Dept.
PAUL T. PORTER.....Editor

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CONTRIBUTORS TO THIS ISSUE

H. E. NortonCar Service Bureau
Chas. K. BowenEngineering Dept.
L. H. AppelElectrical Dept.
C. A. ElliottEngineering Dept.
Dr. Samuel KaufmanMedical Dept.
Geo. PerryAccounting Dept.
E. C. BrownWestern Division
Willis M. BrooksMechanical Dept.
F. J. OrivaSo. Division
F. B. HopkinsStores Dept.
Frank DrunertTrans. Dept.
C. H. JonesPassenger Traffic
L. R. SpaffordTrans. Dept.

Contributions of Items of Interest by all
employees solicited. Address all communica-
tion to the Magazine, to Bureau of News,
Room 664. Pacific Electric Building, Los
Angeles.

OPEN your heart is the keynote of
an appeal which will be broad-
casted by volunteer worker of the com-
munity Chest during the campaign for
funds to be waged from Oct. 9th to
19th.

No one can successfully dispute the
fact but that administering of funds
to charity under the plan ably carried
out by the local organization is far
more effective than where it is done
by individual effort. A much
greater portion of every dollar given
toward the relief of suffering and un-
fortunate victims of circumstances
finds its way toward the purpose for
which it was intended than if it were
administered through other mediums.
The professional charity seeker is
weeded out and only those who can
prove the worthiness of their individ-
ual case are permitted to participate.

Our management, having determin-
ed to its satisfaction that the amal-
gamating of the various charity institu-
tions and administering to them com-
mensurate to their needs and activities,
is the best mean of handling charity
funds, is actively supporting and per-
mitting solicitation within our ranks.

A visit to any one of the homes for
the aged, hospitals for cripples, the
tuberculosis sanitariums, or the many
orphan asylums which depend upon
the Community Chest for maintenance
will be conclusive evidence that this
is the greatest and most humane work
this city has yet done.

By past performances we predict
that Pacific Electric employees will
not be lacking in their support.

AFEW days ago a writer in one
of the newspapers compared life
to a journey upon a funicular railway.
Its summary follows:

"A ride up the great funicular rail-
way of life is really worth while. It
teaches you that many of the things

The Measure of a Man

Not—
"How did he die?"
But—
"How did he live?"
Not—
"What did he gain?"
But—
"What did he give?"
These are the units
To measure the worth
Of a man, as a man,
Regardless of birth.
Not—
"What was his station?"
But—
"Had he a heart?"
And—
"How did he play
His God-given part?"
Was he ever ready
With word o' good cheer,
To bring back a smile,
To banish a tear?"
Not—
"What was his church?"
Nor—
"What was his creed?"
But—
"Had he befriended
Those really in need?"
No—
"What did the sketch
In the newspaper say?"
But—
"How many were sorry
When he passed away?"
Wallace Gallagher in K. C. Star.

you believe are not so. It reveals to
you glimmerings of intelligence which
you did not believe to exist. It develops
your judgment and your taste—and,
really, no one has a right to ask more
of life than that.

"The name of this railway that runs
up the mountain side of life is the
READ, STUDY AND THINK
special. The price of a ticket is
WORK AND CONCENTRATION.
There are no free passes."

The writer is right. If we pay the
price of Work and Concentration upon
our journey over the road of life we
will reach the stations of Opportunity,
Advancement and Achievement and ar-
rive at the ultimate destination—Con-
tentment.

How fine it is at night to say:
"I have not wronged a soul today.
I have not by word of deed,
In any breast sowed anger's seed,
Or caused a fellow-being pain;
Nor is there on my crest a stain
That shame has left. In honor's way,
With head erect, I've lived this day."
—Edgar A. Guest.

Oh, You Remember

John: "Just imagine how the women
would look on Broadway in Garden of
Eden costume."

Henry: "Not bad in summer, but
how about autumn when the leaves
begin to fall!"

ELECTRIC RAILWAY FACTS

To start a street car 15,000 times
as much electrical energy is needed
as that which brightens the filament
of an ordinary incandescent lamp, or
drives the electrical fan.

As compared with the 25 per cent
of energy used by the most efficient
gasoline of steam engines, the electric
motor utilizes 75 per cent of its pow-
er and wastes only 25 per cent.

The electric railways of the United
States have 44,440 miles of track,
over which are operated approxi-
mately 170,000 cars and require a
force of more than 300,000 men and
women.

The electric railways carry more
than 16,000,000,000 passengers an-
nually. The average number of rides
per person in 1890 was 32. Today
it has increased more than four and
one-half times, to 145 a person.

The modern electric car costs from
\$8,000 to \$18,000. The inspection of
each car costs \$300 annually and
painting costs range from \$50 to \$100
annually.

About 550,000 persons of the Unit-
ed States own electric railway se-
curities, which represent an invest-
ment of \$5,600,000,000.

WHITTIER BUS SERVICE ENDS

After more than a year and a half
of motor coach service in the city of
Whittier, discontinuance of it became
effective on October 1st. Lack of
sufficient patronage to make the line
pay its way caused the abandonment,
in fact a heavy loss was sustained dur-
ing the entire period service was ren-
dered.

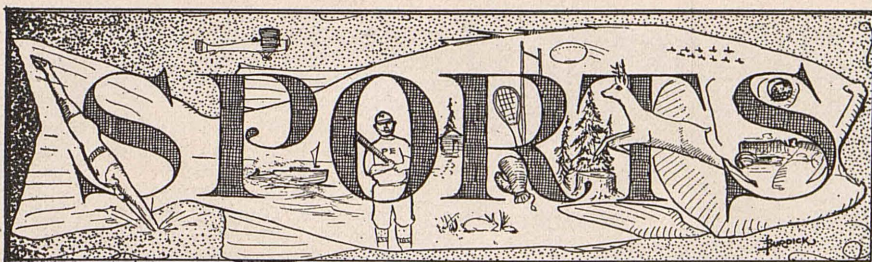
The route operated covered a dis-
tance of 5.4-miles and coaches were
run from 5:34 a. m. to 9:45 p. m. daily.
Service was begun on February 1st,
1924 and was only discontinued after
it was clearly demonstrated that there
was no likelihood of it proving a suc-
cess financially.

Discontinuance of a part of the route
previously operated by the Maywood-
Stock Yards Motor Coach Line also
was announced last month, it becom-
ing effective October 1st.

Henceforth motor coaches on this
line will be operated only between
20th and Alameda Streets and the Ad-
ministration Bldg. at the Union Stock-
yards. A straight 6-cent fare now ap-
plies and a half hour morning and eve-
ning service is operated with hourly fre-
quency during the mid-day. The sec-
tion of the line discontinued is between
the Stockyards and the city of May-
wood, between which points very little
passenger travel developed.

Increase in Population

An unofficial estimate made by the
National Bureau of the Census indi-
cates that the population of the United
States was 113,500,000 in July, an 8,-
000,000 increase since the 1920 cen-
sus, when 105,710,620 persons were liv-
ing in this country.



TURKEY CONTESTS SCHEDULED FOR P. E. SPORTSMEN

Sunday, September 27th, witnessed the revival of target shooting over the traps at the Los Cerritos recreation field. About twenty shooters turned out and the day being ideal some mighty fine scores were turned in. J. L. Cowley exhibited excellent form and smothered ninety-eight out of 100 birds, tying L. R. Spafford's record which he has held for over a year. The following indicates the excellent scores turned in by the various shooters:

J. L. Cowley	.....98x100
H. Smith	.....95x100
W. J. Hodge	.....94x100
B. F. Manley	.....93x100
F. L. Manley	.....91x100
L. R. Spafford	.....90x100
Mrs. L. R. Spafford	.....75x100
Helen Spafford	.....69x100
A. B. McLeod	.....95x125
C. J. McDonald	.....67x100
E. R. Smith	.....65x 75
J. Raker	.....64x 75
A. O. Williams	.....38x 50
D. J. Foyle	.....39x 50

With only three months more on the 1925 tournament season and the many valuable prizes in sight, the competition among the shooters grows quite keen. B. F. Manley is still leading the field, closely followed by H. Smith and F. L. Manley.

The five shooters composing the first string team and their season averages are:

B. F. Manley	.....91.63%
H. Smith	.....90.75%
F. L. Manley	.....89.40%
J. L. Cowley	.....88.50%
K. L. Oefinger	.....87.63%

Looking the team over we note that J. L. Cowley has displaced L. R. Spafford and you can bet L. R. will be out to regain his lost laurels at the next shoot.

Sunday, Oct. 18, is the date set for the next event which will be the last chance to gather form for the turkey shoots which will be staged during November and December. All you scatter gunners better take in this shoot if you expect to carry home the coveted bird for Thanksgiving. You will have to shoot to get him.

Gun Club members are reminded of the next regular meeting to be held at the Pacific Electric Club Wednesday, October 14, at 8:00 p. m. We will probably have some interesting reports from the deer and the duck shooters. Rabbit drive and turkey shoots will be the main topics for discussion, followed by the usual refreshments and prize drawing contest.

Tagging The Bases

By Frank Drunert

SINCE the completion of the Major Summer League we have been playing Independent games. The team has made numerous trips, including San Bernardino, Olinda, Santa Barbara and Saugus. We had a wonderful two-day visit to Santa Barbara over Labor Day, and won a double-header from the home club of that city.



Capt. Bob Rachford

heart and soul.

Since the last issue of the Magazine the batting averages of the club have been compiled for a period of one year, from Oct 1, 1924 to Oct. 1, 1925, and are given below. You will be able to see at a glance that the boys are able to hit the "pill" and judge for yourself the grief they are causing the opposing pitchers.

Name and Position	A.B.	Hits	Ave.
Gentry, outfielder	.... 28	14	500
Cowan, pit.-outfielder	51	21	412
Schram, outfielder	.... 66	27	409
Bouett, infielder	.... 60	22	367
Rall, utility	.....132	47	357
Reynolds, infielder	..273	93	341
Dill, pitcher	..... 97	33	340
Whitman, outfielder	..263	89	338
Drunert, infielder	....291	93	319
Antista, infielder	....160	51	319
Perez, catcher	.....136	43	316
Handlon, catcher	....108	30	278
Rachford, utility	....138	38	275
Almada, pitcher	..... 24	6	250
Fitzgerald, infielder	..253	63	249

(Team average 327.)

Sailor "Dick" Moudy, who will be remembered as having pitched for the Pacific Electric Club during the winter and spring months of 1923 and 1924, and from which team he was promoted to the big company he is now enjoying—the San Francisco Coast League club, will spend the coming winter months in Los Angeles and will again

pitch for his old Pacific Electric teammates during his sojourn here.

"Lefty" Willard Dill, who did such phenomenal work for the team last winter and spring, is also expected to return to the fold, so the Pacific Electric followers will see some wonderful slab work and which will no doubt assist materially in keeping our company team out in front in the great game.

Upon the popular demand of the baseball enthusiasts of Santa Barbara, the Pacific Electric team will take on the nine of the Northern City for a three game series beginning Sunday, October 4th. The company team appear to be the only club that is able to subdue the pastimers of the Mission city, having won four out of five contests with their present club during the past year.

The national sport reigns supreme in Santa Barbara and great crowds turn out for the games.

P. E. BOWLING TEAM ENTERS LEAGUE; WINS FIRST GAME

Bowling is another sport in which Pacific Electric employees are now participating, a team of five members having been formed under the direction of L. H. Covell to compete for honors in the newly organized Electric Club Bowling League. Twenty-four teams, all being in some manner allied with the electric industry, have entered quintettes and games are scheduled for each Thursday evening until next March.

The Pacific Electric team, as now organized, is composed of the following members: J. M. Gowanlock, Engineering Department; M. R. Yager, Conductor, So. Division; W. O. Gorlie, Conductor, Western Division; W. M. Schubert, Transportation Department, and L. H. Covell. (Capt.) Dispatcher.

Our team's initial play was entirely satisfactory, they having defeated the L. A. Railway five on the evening of Oct. 1st the score being 2232 to 2072. While not a sensational team average, it was not up to the standard of individual members and a considerably better average will be forth coming.

All games are scheduled to be bowled at the Jensen Recreation Center, Sunset Blvd. and Logan Street. The following is the schedule of games in which our teams will compete during the next month: Oct. 15th, (8:15 p. m.) L. A. Dept. of Water and Power; Oct. 22nd, (6:15 p. m.) So. Cal. Tel. Co.; Oct. 29th (8:15 p. m.) Elec. Products Corp., Nov. 5th, (6:15 p. m.) L. A. Gas & Electric Corp.

Several cash prizes are offered each week for contestants, one being an award of \$5.00 for the highest individual score and another of \$5.00 for the highest team average.

The games scheduled each week are attracting large crowds of rooters from the various industries and Pacific Electric employees are urged to attend and support our team in their efforts.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The September meeting of the newly elected Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms September 2, 1925, at 2:00 P. M.

The following members were absent: E. L. Young, R. S. Peterson, L. H. Covell, F. L. McCulley, H. L. Legrand, H. E. Foskett, P. H. Mann, O. C. Black, J. W. Anderson, E. A. Stevens, J. R. Hamilton, B. F. Manley, D. E. Porter, and W. A. McCammond.

Club Fund

Balance, 8-1-25	\$ 189.89
Receipts	1,080.98
Total	\$1 270 87
Disbursements	930.55

Balance, 8-31-25	\$ 340.32
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Relief Fund

Balance, 8-1-25	\$ 387.02
Receipts	324.00
Total	\$ 707.02
Disbursements	503.75

Balance, 8-31-25	\$ 203.27
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Unfinished Business

The first meeting of the newly elected Executive Committee for the coming year of 1925-1926, found many of the members off on their annual vacation, which account for the large number of absentees on the roll call.

Mr. Lovell brought up the subject of Group Insurance for the purpose of stating that any of the employees of the Pacific Electric Railway Company may at any time apply for additional insurance. At the present time there are eighty-eight and three-fourths per cent of all the employees of the Company taking the additional insurance and it is felt that many more would likewise if it were generally known that this can be done at any time.

Employees are also urged to report any disability to their foremen in case it is found necessary to be absent from their work or for any reason find it necessary to withdraw from the services of the Company. Mr. Lovell stated that in two cases of mental disability, the beneficiary did not understand that disability claims could be put in, and it was some time before it came to the attention of the Company, when the matter was properly adjusted.

New Business

The first matter to occupy the attention of the new Committeemen was the election of a President, Manager, and Secretary for the Club during the coming year.

S. A. Bishop very ably reviewed the

accomplishments of the past presidents, Messrs. Annble, Smith, and Thorburn. He nominated L. A. Lovell, Auditor of the Company as the Club's President. This nomination was greeted with applause by the other members of the Committee who immediately moved to close the nominations and unanimously elected Mr. Lovell.

Retiring President Thorburn made a pleasant address of welcome to his successor and invited the newly elected executive to take the chair.

The first official act of Mr. Lovell was to call for nominations for Manager. Mr. Vickrey was immediately nominated and as all were in accord, the nominations were closed and Mr. Vickrey duly elected for the coming year.

W. A. McCammond, who has so successfully acted as Secretary for the Club for several years, was again elected to that position, and as one member expressed it, "never change horses in the middle of the stream," it was thought best to again ask his services for the coming year.

After a recess of five minutes the following men were nominated and elected to serve as members of the Governing Board: W. E. Booth, W. M. Brooks, Andrew Herskind, T. L. Wagenback, E. L. Young, M. T. Spencer, and L. H. Covell.

Mr. Thorburn and Mr. Vickrey both spoke briefly on the duties of the Executive Committeemen, outlining the necessity of getting new members to the Club and to get the Mortuary Fund, as well as taking into consideration the welfare of everyone in his respective department.

Mr. Fitzgerald spoke at some length on the need of all employees to give more time to paying visits to the Hospital, whether or not the patient may be an acquaintance.

Mr. Brooks asked that a dance and entertainment be given for the employees in Torrance during the month of October. This was agreed to by the Manager and plans will be made accordingly.

P. E. CLUB BULLETIN

From Oct. 10 to Nov. 10

Saturday, October 10:

Agent's Association Meeting, 8:00 p. m.

Monday, October 12:

P. E. Band rehearsal, 8:00 p. m.

Tuesday, October 13:

Masonic Club meeting, 8:00 p. m.

Wednesday, October 14:

P. E. Rod and Gun Club meeting, 8:00 p. m.

Thursday, October 15:

Northern Division Safety Committee meeting, 2:00 p. m.

Club Dance in Ball Room at the Club 8:30 p. m.

This Dance will feature the General Superintendent's Office, Car Service, Timekeeper's, and Telephone Operators' Departments.

Friday, October 16:

General Staff Meeting, 10:30 a. m.
Vaudeville at the Club 8:00 p. m.

Monday, October 19:

P. E. Band rehearsal, 8:00 p. m.

Wednesday, October 21:

Trainmen all divisions will meet as follows:

Northern Division at Pasadena.

Southern Division at the Club.

Western Division at Sherman.

Thursday, October 22:

Club Dance in Ball Room at the Club 8:30 p. m. This Dance will feature the following departments: Vice-President's Office, Freight Traffic, Passenger Traffic, Claim, Hospital, Legal, Building, R. E. T. & R. Office, News Bureau, Special Agents, and Treasury Department.

Monday, October 26:

P. E. Band rehearsal, 8:00 p. m.

Thursday, October 29:

Club Dance in Ball Room at the Club, 8:30 p. m., featuring all the Mechanical Departments.

Friday, October 30:

Vaudeville at the Club, 8:00 p. m.

Monday, November 2:

P. E. Band rehearsal 8:00 p. m.

Wednesday, November 4:

Southern Division Safety Committee meeting, 2:00 p. m.

Executive Committee meeting, 2:00 p. m.

Thursday, November 5:

Club Dance in Ball Room at the Club, 8:30 p. m.

Featuring the Purchasing Department, Stationery and Store Department.

Friday, November 6:

Western Division Safety Committee meeting, 2:00 p. m.

Monday, November 9:

P. E. Band rehearsal, 8:00 p. m.

Tuesday, November 10:

Masonic Club meeting, 8:00 p. m.

Note: The P. E. Club has planned to feature special departments at the popular Thursday Night Dances. Please watch for your department's night and make a special effort to attend. A good time is assured you.

P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club and Degree Team visited Palestine, Henry S. Orme, So. Park, and Rising Light Lodges during the past month, and assisted in conferring the Masters' Degree upon fellow employees.

On Tuesday evening, Oct. 13th, at 7:30 p. m., the Accounting Department have promised us one big night—R. E. Labbe, Chairman. A number of special features have been arranged for. Come and get your button.

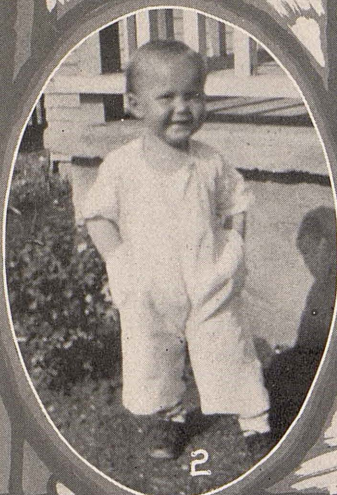
Professor Brown (at the telephone): "What's that? You can't catch my name? Spell it? Certainly. B for Brontosaurus; R for Rhizophoraceae; O for Opisthotelae; W for Willugbaea, and N for Nucifraga."

Junior Members of the P. E. Family

1. John Seymour, age 10; Ruth Emily, 4 years, and Harrison G., Jr., 7 years, sons and daughter of H. G. McDonald, Chief Clerk, Executive Department.
2. Stephen W., Jr., 20 months, son of Stephen W. McNeill, Tower Maintainer, Eng. Dept.
3. Mary Jane, 20 months, grand child of Daniel Bishop, Motorman, Western Division.
4. Jackie Harris Marler, 2½ years, son of H. O. Marler, Asst. Passenger Traffic Manager.
5. Robert William Blyth, 7 months, son of Geo. H. Blyth, Advertising Manager.
6. George Llewelyn Pierce, 16 months, son of L. L. Pierce, Motorman, Western Division.
7. Alice Marie, 5½ years, and Ruth Louise, 4 years, daughters of W. P. Taylor, Mechanical Department, Torrance.



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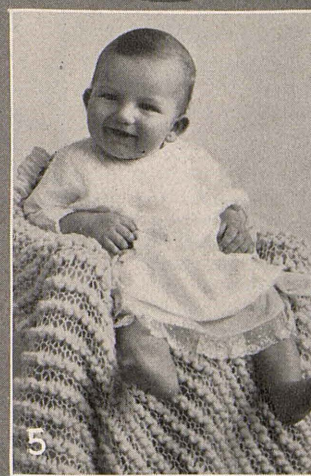
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Open Dentistry Openly Arrived At

For "Tricks That Are Vain" the Oriental Celestial Has Nothing on the Modern Occidental Dental Charlatan

By CHARLES K. BOWEN

"..... and if the gentl'man don't tellya that the whole complete operation was done to him without absolute no pain and suffering whatsoever. I'll reach in my own mouth and yank out a duplicate of that there identical tooth without using one single solitary iota of my peerless pain-deadening Alveolar-ease which you seen me interject in his mouth."

It was—could one credit the accuracy of the modest three by twelve-foot sign over the hospitably open entrance before which I had just paused—none other than that world-famous specialist, Painkiller Perkins, Doctor of Dental Surgery, whose eloquent voice assaulted my ears with the more-than-fair offer to sacrifice one of his own sound molars in the event he should be accused of overstating the merits of his matchless preparation. Let me hasten to add right here, that the gentleman who had just shed a tooth to the added lustre of the celebrated D. D. S. failed not to give the required assurance that the whole complete operation was done to him without absolutely no pain and suffering whatsoever, and the doctor, smiling triumphantly, crooked an inviting finger at the next object of his philanthropic favor.

Hypnotic Eloquence

I really should have been hurrying on my way to the Court House, where it had been my earnest intent to dig into some mouldy records having to do with the legal status of a highway in which I was vitally interested. I give you my word that I meant only to pause on the outside fringe of the crowd gathered round Dr. Perkins, smile a smile of pitying superiority, and pass on about my business. One hour and fifteen minutes later, when a sudden stoppage in the flow of the Professor's eloquence caused me to come back to life, I found myself one of the inner shrine, camped up front at the learned man's fet, as it were, and staring with a fascination almost hypnotic at a dozen or more assorted, incisors, molars and bicuspid that had, in the short time since my entrance, been retired from active circulation via the mediumship of the

forceps so skillfully wielded by the chattily discursive Dr. Perkins.

Even then, I fear, it was because of no guilty consciousness of a duty neglected that I tore myself reluctantly, away from that fascinating place. Rather was it because I knew that, sooner or later,—probably sooner—I would find myself, propelled by a force greater than I could resist, seated in that chair, my frank, open countenance fully exposed to the gaze of an admiring audience and with a vaguely indicative finger calling Doc's attention to a splendid gold-crowned

after knowledge as may from time to time feel called upon to throw out a timid question here and there. I should say not. Frankness, that's Doctor Perkins trade mark and slocum. Doc has nothing whatever to conceal, and all who accept his freely proffered professional services must be prepared to lay all their cards on the table, in a manner of speaking. If you feel any delicacy at all about letting the public in on any cherished secrets having to do with the inside of your mouth—and all way points as far south as your tonsils and north to your adenoids—steer clear of Doc Perkins.

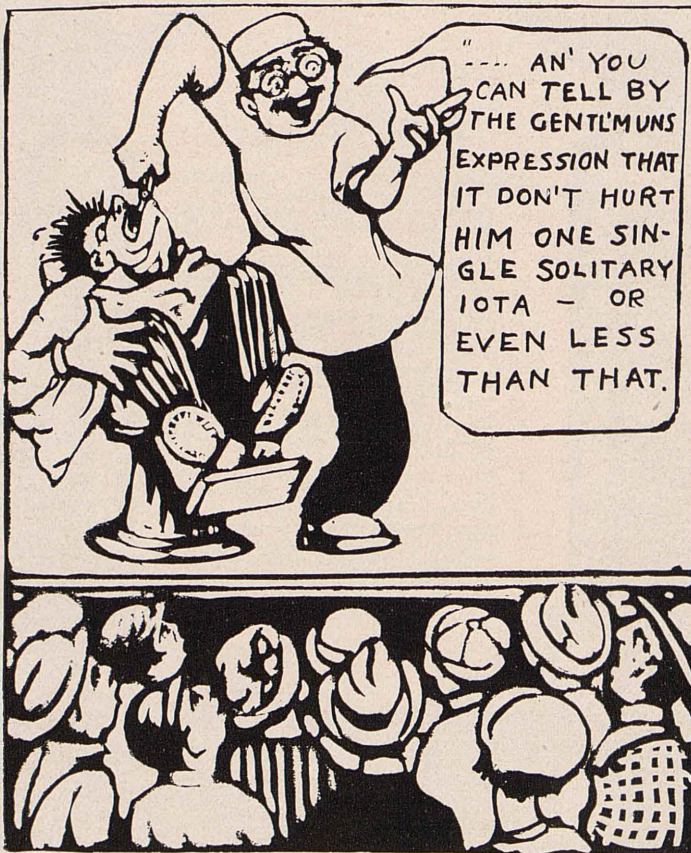
Doc's Workhouse

Once in Doc's chair, the object of his earnest and vociferous attentions has the same degree of privacy as has the crossing cop at Sixth and Broadway. To begin with, even the Doc's private office has the entire front removed; the sunlight is free to enter at will, and does. So likewise does every passing vagrant air current, fresh and otherwise; together with such miscellaneous street dust and litter as may be caught up and swirled in through the openly inviting portal. Said term "portal" including not only the entrance to the genial practitioner office, but also and likewise the widely extended orifice which marks the spot where the patient's face used to be.

Considering that Doctor Perkins never saw the gentleman who glares back at him with a mean look and widely open mouth, before in his life, the liberties he proceeds to take

appear, to say the least, indelicate, if not outright injudicious. Running a speculative forefinger, with all the sang froid of your true scientist, hither and yon over the stranger's teeth and gums—peering the while into the innermost secret recesses of his victim's being—he finally comes to a halt, wipes his fingers on his only slightly soiled apron (which unconscious action is typical of his uncompromising adherence to modern methods of sanitation), rests his hands on his hips, faces his respectfully attentive audience and begins:

"Friends," says the Doc, more in sorrow than in anger, "friends, you



grinder (upon which I had not yet paid my regular dentist the final installment) and gurgling "Dake idout, Doc!"

And, brother believe me, Doc would have followed instructions cheerfully, nay, even gladly. I have never seen any one who took a greater pride in his work than did Doctor Perkins—or one who entered into the spirit of the thing with a more whole-hearted enthusiasm.

And—mind you—Doc is not one of these morose scientists who go about their highly specialized duties with a grim silence that discourages and frowns upon such inquisitive seekers

see right here before you in this very chair (the Doc believes in being specific) a man who carries in his mouth the most damning evidence I ever saw in all my long and extensive professional career of the criminal operations of the Dental Trust. This gentl'man (as a matter of fact only the use of a very wide mantle of charity could justify the Dortor's employment of that term) has—or I should say *had*—a perfectly marv'lous set of teeth. In a most praiseworthy effort to preserve and retain the perfection of those teeth, ladeez and getl'men, our friend has evidently paid regular visits to a regular dentist, and I ask you to behold the result."

All crowd up close to view the ravages of the Dental Trust so manifest to Doc's discerning eye. The result is somewhat disappointing. All that appears to the layman is a mouthful of badly discolored teeth spotted here and there with what had evidently at one time been meant for amalgam fillings; and a somewhat insecure bridge spanning a yawning chasm. One almost expected to see a sign posted near by. "Dangerous, cross at your own risk."

Life is Saved

"Brother," says good old Doc Perkins, "you came to me just in time; that bridge has got to come out. It oughta be closed to traffic right now; it wasn't much to start with and its getting no better every minute. One abutment is loose and the other one is looser. The foundation at the west end is bad and at the east end is worse. The only way you could put a new bridge in there would be to build the superstructure on a foundation of four penny shingle nails driven into your jaw-bone to bed-rock; which is probably what would happen to you if you turned the job over to one of them high priced tooth-plumbers on Broadway."

Here the eminent practitioner dives into the searches about among a weird collection of probes, drills, forceps, wrenches, nerve extractors, etc., and comes up finally with a business-like contraption that might be either a bloated hypodermic or the lusty offspring of an outo tire pump. This he proceeds to load with something less than a pint of colorless liquid from a jug, and having with meticulous care first thoroughly sterilized the needle by wiping it with his handkerchief, he inserts the point carefully but determinedly under the foundation of the west abutment of the weakened bridge described above, and begins to force the marv'lous alveolar-ease into the patient's circulatory system.

Don't think, from my description, that Doctor Perkins maintains a depressing silence while thus engaged. Not at all. Far from it. Others, less charitably inclined than I, might even go so far as to suggest that Doc used his rapid-fire and smoothly working flow of conversation for same reason that impels a regular dentist to employ a different brand of gas: Namely, for the purpose of acting as an ad-

ditional pain-killer to supplement the work of his magical Alveolar-ease. Personally, I scorn the base implication. Of course, one isn't so apt to notice certain convulsive movements of the gent in the chair—as Doc sinks his force pump further into the gent's jaw—while one is giving his undivided attention to Doc's brilliant arraignment of the Dental Trust, as he would were Doc to be working in silence. However, the very thought of such cheap chicanery on the part of this noble benefactor of the human race must be abhorrent to his legions of loyal followers, one of whom I am which, and I pass it up with the silent contempt it deserves.

Bring Your Umbrella

If additional proof that the process was entirely without pain to the one processed be required, I now point with pride to what follows. Having emptied the contents of his hypnotic needle—I ask your pardon. Doctor, I should say your hypodermic needle—at the root of evil under west abutment, the same procedure is repeated at the east bridge-head, after which the Doc courteously indicates to his guest the desirability of disposing of the excess amount of Alveolar-ease that shows evidence of overflowing the corners of his mouth, into the genteel cuspidor fastened to the arm of his chair. This, the victim—once more my choice of words is unfortunate; I mean, of course, the grateful patient—proceeds to do with an enthusiasm that causes the members of the inner circle, in the interests of Safety First, to involuntarily duck.

And then the Doc fastens his grappling hook on that poor ole bridge, gives his wrist a twist this way and another that way, and presto, nothing but an empty void and a copla deep pits are left of that erstwhile splendid structure, and Doc tenderly croons, "Did that hurt?," and I scorn, as a base calumny, the slanderous statement of one who claimed to be a whilom patient of the genial Doc, that he, the Doc, usually suggested the reply he desired by remarking to his dazed subject, sotto voce, "Say *no*, or I'll yank out every dam' tooth in y'r head."

I, likewise, hasten to brand as a wicked canard that Doctor Perkins entertained a predilection for yanking out those teeth upon which some predatory member of the Dental Trust had, at an earlier date, erected a crown of gold; this in preference to devoting his attentions to some other grinder less expensively adorned. This story undoubtedly had its birth in the mind of someone of a low order of animal cunning; one in whose veins the milk of human kindness had soured and turned to buttermilk. It was siezed upon by enemies of the dexterous Doctor, who called attention to the fact that while the professional services of this gifted specialist were said to be given freely and without price to all who would seat themselves in his chair, he never offered to return the various objects he extracted from the mouth of the object lesson; it be-

ing accepted that whatever salvage value attached to reclaimed gold inlays, crowns, bridges, etc., belonged to the salvager.

This is a rule accepted by all who engage in maritime operations, and I see no reason why it should not be extended to include those of the dental profession.

Personally, I have always thought that dentists, as a rule, are inclined to place a higher value on little trinkets of this sort than are those of a less artistic nature, say, for instance, the one who carries them about in his mouth.

Speaking once more out of my not inconsiderable—and certainly not inexpensive—experience, I never could see *why* fo' bits worth of 14-K gold fitted on the top of what remained of a lower bicuspid, should increase in value one hundred-fold. I have, in fact, once or twice, attempted to argue my dentist into a modification of his views on the subject, but always with indifferent success.

So, returning to Doc Perkins, if he has a weakness for collecting teeth that are no longer of any practical use to their former owners, why shouldn't he indulge it? Who, I ask, who has a better right to them than the one who has, after at considerable risk and discomfort to himself, torn them from their former anchorage?

Human Weakness

If it be a weakness, who is there among us so sinless as to qualify as one who may throw stones at the Doc without running the risk of having 'em bounce back and hit the thrower in his own eyes? All of us have our little fads and hobbies. I have a friend who, aside from the fact that he is a golf fiend, is an honest and upright man. Do yon know, he counts that day on the links lost whose low descending sun sees him trudge toward the showers with less than three golf balls he has swiped from his fellow addicts?

Sitting Bull's specialty was collecting scalps. It was his proud boast that he had the very finest collection extant, all contributed by his admiring friends. Brigham Young had a weakness for accumulating wives, of which, we are told, he had quite a nifty collection; tho it isn't of record that he followed modern practice of grabbing off a lady who was already a wife.

Our great war president—God rest his soul—had what amounted to a mania for points. He kept adding to his collection of points till he had a total of fourteen. He thought so well of them that he carried them with him to the conference at Versailles and showed them with much pride to Lloyd George, Clemenceau and other noted collectors gathered there. I mention the incident as indicative of the fact that no one, however great, is immune from a weakness for collecting odds and ends whose value seems doubtful to others.

I know a dear little lady who would

(Continued on Page 19)

THE ENGINEER

Listen to me a moment, please,
You folks who drive a car,
Who think that my life is one
of ease,
And moves without a jar.
I pulled a limited train, you
know,
A thousand tons of steel,
Swift as an arrow from a bow,
Along my path I wheel.

Do you ever give me a single
thought,
Do you think that I have no
fear,
Don't you know that my very
nerves grow taut
When a speeding car draws
near?
Time after time I've held my
breath
My heart a-trembling with fear,
As I've seen a driver flirt with
death
With those he holds most dear.

I've seen the look of despair on
a face,
I've heard the moans of pain
Of those that ran a losing race
With my swifly moving train.
I've felt the engine leave the
rail
As she struck a passing car.
I've lain for weeks upon my
back,
I've glimpsed the gates ajar.

And as I returned from the
shadow of death
In anguish and in pain,
I muttered a prayer beneath my
breath
For the fool that raced a train.
Please use the brain, the eye,
the ear,
The sense the good God gave,
And save yourself and the en-
gineer
From the grief or an early
grave.

—Summit (Miss.) Sentinel.

"Rastus, where were you when the
second shot was fired?"

"Yore Honor, I wusn't in earshot."

Employees Up Ladder Chosen From Ranks

IT isn't just "happenstance," luck,
nor accident that places men and
women at the head or above the
rank and file in industrial activity.

Personality may have some bearing
in winning an opportunity to secure
a place, but unless that virtue rests
upon a foundation of worth and ability
it soon fades and a vacancy occurs in
the industrial organization.

The Magazine proposes in this and
succeeding issues to portray for the
benefit of employees many of our mem-
bers who have reached their present
responsible positions through their per-
sistency, application and mastering of
technical knowledge and because of
which they now occupy the positions
assigned to them.

This issue shows the likeness and
records service histories of bureau
heads of the Accounting Department,
among whom are:

R. T. Knowlton, Head Clerk, Freight
and Passenger Accounts Bureau. Mr.
Knowlton came into the service in
February, 1907, being employed in the
Operating Department at the Los An-
geles Freight House serving in order
as Freight Checker, Expense, Revis-
ing, Billing and O. S. & D. Claim
Clerk. In June, 1914, he was trans-
ferred to the Accounting Department,
where he began as General Clerk and
advanced in order to Freight Claim Ac-
counting Clerk, Interline Revising and
Division Clerk and in April, 1922, was
promoted to his present position.

R. E. Labbe, Head Clerk of Road
and Equipment Bureau entered the
service in December, 1905, with the
Los Angeles Pacific Co. as a Clerk in
the Conductor's Accounts Bureau. In
order he subsequently served as Sta-
tionery Storekeeper, Clerk in Store and
Accounting work. In 1918 he was ad-
vanced in the General Accounts Bu-
reau handling bills collectible records
of all companies. Later he moved
forward to the Disbursements Bureau
and head of the Pay Roll Bureau. In
1920 he was transferred and given
charge of the Disbursements Bureau,

from which post he moved to his pres-
ent work.

J. L. Smith, Head Clerk, Miscel-
laneous Accounts Bureau, became one
of us in July, 1912, as Junior Clerk
in the General Accounts Bureau. He
subsequently was promoted to Vouch-
er Register Clerk, Work Order Clerk
and in January, 1918 was promoted
to Bills Collectible Clerk. He later
advanced in order to Northern Roads
Bookkeeper, General Clerk, and in
April, 1921, was advanced to his pres-
ent post.

Mr. Levin joined the forces as Of-
fice Boy in January, 1905, which po-
sition he dignified until April the fol-
lowing year. He later served and ad-
vanced as follows: Clerk and Check-
er, in Conductor's Accounts Bureau;
Clerk in Disbursement Accounts; Bills
Collectible Register Clerk; Voucher
and Statistical Clerk. In June, 1919,
he was assigned to the task of ac-
cumulating data in Valuation Order
No. 3, upon completion of which work
he advanced to Head Clerk. Disburse-
ments Accounts Bureau in Nov., 1921.

Miss C. B. Templeton entered the
service April 18, 1897, as stenographer
and general clerk—one of three Ac-
counting Department force at that time,
including the Auditor. In May, 1901,
was appointed Cashier, assuming the
duties of this position in addition to
the others, continuing until 1905.
From then until the end of 1907, ex-
cept during an interval of a few
months, when acting as Secretary to
Auditor, was in charge of passenger
accounts. Rapid growth of system
made segregation of agents' and con-
ductors' accounts necessary, and since
1908 has been Head Clerk of Con-
ductors' Accounts Bureau with a force
fluctuating from sixty-five to seventy-
five clerks.

Lord Babbington was instructing
his new colored servant in his duties:

"Now, Zeke, when I ring for you,
you must answer me by saying, 'My
Lord, what will you have?'"

A few hours afterwards, having oc-
casion to summon the servant, his lord-
ship was astonished with the follow-
ing:

"My Gawd, what does you want
now?"



Head Clerks of the Accounting Department branches. Reading from left to right: J. L. Smith, Miscellaneous Accounts Bureau; R. E. Labbe, Road & Equipment Bureau; Miss C. B. Templeton, Conductor's Accounts Bureau; M. Levin, Disbursement Accounts Bureau and R. T. Knowlton, Freight & Passenger Accounts Bureau.

OPEN DENTISTRY

(Continued from Page 17)

count a trip to San Francisco a total loss if it didn't net her at least half-dozen Pullman towels. My own wife lives but to collect cuttings of all sorts of plants and bushes from certain misguided friends who wot not at all of the mental and physical stress it means to my wife's husband; he having to set 'em out and care for 'em. And so it goes. Why, even Uncle Sam has a fad for collecting things; such, to mention a painful example, as your income tax.

Barnum Was Right

Honestly, I never spent an hour of my life more crammed with human interest, combined with useful instruction and witty entertainment, than the one I passed in Dr. Perkins Sanitary Dental Parlor. I saw, in addition to the gent who was delivered of the unsafe bridge, folks from all walks and conditons of life, impelled by a will stronger than their own, crowd close up to the platform so as to be first to climb into the chair and yield up a tooth or two under the spell of Doc's soothing flow of conversation supplemented by the equally sooting effects of a shot or two of the marv'lous Alveolar-ease.

A chorus girl from the "Fearful Eve Comedy Company" would settle herself firmly in the chair, open encarmined lips to an unbelievable extent, get a shot of gas, both of the liquid variety from the Doc's corpulent hypo and the hot air kind from the learned gent's own esophagus; sacrifice a wisdom tooth on the altar of science, shake her bobbed head in a dazed gesture of negation in reply to Doc's sumpathetic query of "Diddit hurt?," and step down to make way for a kinky headed son of Senegambia.

The later would be followed by a suffering son of the land that gave Confucius to the world—also several other things. Next would come a turbaned Hindu, calling upon the god of his fathers to witness that never had a son of Islam been so sorely scourged in the matter of an aching molar as was Hadda Singh, meaning himself. And so they came and went.

And through it all good old Doc would warble his merry lay and, with the self-same pair of efficient forceps and the identical force-pump, bring surcease to their sufferings by yanking out the cause thereof. And what if he did, in the earnestness of the moment, frequently extract a tooth or more than a half-dozen sufferers before it would occur to him to sterilize forceps and hypo by wiping them on his handkerchief as aforesaid? His followers were not overly critical—one might even say that most of the volunteers were open to criticism on the grounds that they themselves were somewhat careless in their personal habits of prophylactic sanitation.

It pains me to have to record the fact that the doctor's own zeal was the underlying cause of a most

regrettable faux pas, not to say boner, on the Doc's part, which came about just as I was preparing to tear myself away. He, the doctor, had sent out an S. O. S. for some sufferer from that dread malady, pyorrhea, to come forward and be made whole again, or at least have his teth wedged once again firmly in his jaw, and in response thereto a likely appearing candidate mounted the rostrum and confided to Doc that he was the one who had originally put the pie in pyorrhea.

Enter the Villain!

As usual, the Doc gave more attention to the patient crowd than he did to the crowded patient, otherwise he'd have sensed the fact that this particular patient was a two-faced guy and at this time he was wearing his other face. Be that as it may, the trusting doctor, after prying wide apart his subject's jaws and throwing a perfunctory glance at the

somewhat-more-than-usual flaming interior, turned to his admiring audience and got going.

Once more, he was moved to assert, and he could say it with truth, that **never** in all his long and extensive professional career had he seen a more perfect example of the ravages of that insidious malady py-orr-hea. Note, said the Doc, the highly inflamed condition of the gums, observe the marks of suffering stamped indelibly on the features of the innocent victim. "When", continued Doc, "when the disease reaches this advanced stage heroic measures must be adopted. Brother, I'm sorry to inform you that all them teeth have gotta come out; but do not lose hope. I will guarantee to give you a better set, at less cost, than Mother Nature did for you in the ones you are now afflicted with. Say the word and I'll have 'em out in twenty minutes by your Ingersoll. Wodda yo usay, Huh?"

"Doc," says this person of guile (and I know that he was but an agent of the criminal Dental Trust, working to throw Doctor Perkins into disrepute), "Doc" says he, sitting upright in the chair and moving his hand towards his mouth, "when it comes to speed in extracting teeth you're a piker, Doc, a slow-moving piker. You say you can yank my teeth out in twnty minutes; I can do the same thing in less'n two seconds", and suiting the action to the word he thrust his fingers into his open mouth, gave a twist and a jerk, and held aloft—the upper and lower plates of a perfect set of store teeth!

Talk about in gratitude! I can only hope that the scoundrel learned the full meaning of the word when he returned home that night, and I hope the lesson came about in this wise: That when he was preparing to retire for the night he removed his false teeth from his false face, placed them on a chair and then in an absent minded manner, sat on them, only to be bitten behind his back by his own teeth!

MEDICAL DEPT. IS PRAISED FOR ITS EFFICIENCY

A lengthy laudatory communication bringing to attention the virtues of our Medical Department has been received by the Magazine from C. L. Fitzgerald, Substation Operator. For lack of space we are not able to reprint it in full.

Mr. Fitzgerald speaks from both personal experience and observation of treatment accorded confined employees at the hospital. He gives a visual explanation of the problems of the department, the efficient methods employed, and rightfully, is outspoken in liberal praise.

To his credit, Mr. Fitzgerald is a frequent visitor at the hospital, whether or not his own personal friends are confined. He urges that others make it a habit to visit the hospital, closing his communication with this good thought: "Get the habit and see how much better you will feel in spending an occasional hour with your sick fellow-workers."

Insurance Plan Relieves Three More Families

THREE deaths among Pacific Electric employees were recorded during the month of September in all which cases Group Insurance was carried to the full amount permissible.

Michael Oriza, Electrical Machinist at Torrance, passed away on Sept. 10th, after an illness which confined him to our hospital for more than a year. A patient, cheerful sufferer, Mr. Oriza endeared himself to our medical staff and hospital attendants.

Previous to his passing the Company applied for and secured disability payment, eight of which had been paid at the time of his death. He carried \$1500. group insurance, but was not a Mortuary Fund Contributor.

Arthur E. Ewing, Conductor on the Northern Division, was called on September 17th, after five years in the service of the Company. His family received \$2500. Group Insurance and \$1,024.91 Mortuary Payment.

J. E. Berube, Conductor on the Venice Short Line passed away on Sept. 29th. Group Insurance to the amount of \$1500. and Mortuary Fund payment totaling \$1,024.91 was paid to his family.

During the month the Company made application to the insurance company for disability payment to William D. Lithgow, Conductor on the Northern Division. Nineteen employees are now receiving monthly disability payments.

The sincere sympathy of the entire P. E. "family" is extended to the bereaved families.

DEPARTMENTAL NOTES

STORES DEPARTMENT NOTES By F. B. Hopkins

The annual inventory of material and supplies for 1925 was completed on September 30th and on that date a delegation of seven representatives from the Auditor's office under the supervision of Mr. John Cattle called at the Torrance store and placed their final check and O. K. on same.

Three important factors in the taking of the inventory that were very much in evidence were: Orderly arrangement of material on the shelves and in the bins; accuracy in counting the material, and clear, well-printed cards that bore descriptions complete in every detail.

This was brought about only as the result of much painstaking effort on the part of all concerned and a feeling by each storekeeper of pride in the task he must accomplish.

The other stores out on the system were visited the same day by other supervisors and an equally favorable report was rendered as to the conditions found there. The cards are now being priced and calculations are being made in the Stores-Accounting Bureau, and at the rate the work is progressing a complete summary is expected at an early date and in record time.

John Vander Zee, formerly Stores-Shop Delivery Foreman, is now in charge of the Stores Accounting Bureau, succeeding E. A. Bonner, who resigned to accept a position with the Richfield Oil Company. Mr. George Lucas, Section-Storekeeper in charge of lumber and timber, has succeeded Vander Zee, and Burt Ordway, formerly assistant to electrical and line storekeeper, John Jackson, has replaced Mr. Lucas. Hugh Cain is now Mr. Jackson's assistant.

Archie Sharp, former Special stock clerk of buss material, has been appointed sectional storekeeper in charge of the iron and steel castings department, formerly under the supervision of Vesper C. Dillon, who resigned recently to accept a position in Oakland, Calif. The new appointee in charge of the buss material is Julian Booth, former assistant to Roy Ewing, and Clifford Reeder of the Stores-Shop Delivery force replaces Mr. Booth as Mr. Ewing's assistant.

Two new clerks have been engaged in the Stores Accounting Bureau for work in connection with the inventory. These are Walter S. Daniel, who was engaged for the same work two years ago, and Ralph C. Daniel.

Congratulations are extended General Storekeeper C. C. Fenimore and Mrs. Fenimore for the arrival of a ten

and one-half pound baby girl—Muriel Jeannette—on September 10th.

Mrs. Elaine Farrell of the Chief Clerk's office is enjoying a two weeks' vacation at her home in Gardena and in various trips over the P. E. System.

Mr. Duard E. Porter spent his vacation in a trip to Denver, Colo.

Storekeeper Clifford Curle of San Bernardino is enjoying a two weeks' vacation, part of which is being spent in Portland, Oregon, and the remainder at a foreign point, namely, Tia Juana and environs.

Mr. Ralph Curtis spent part of his vacation at home in Gardena and reports upon his return to duty that he now feels like a new man.

MECHANICAL DEPT. NOTES By Willis W. Brooks

Mech. Supt's Office

It is with a great amount of pleasure we publish the marriage of Miss Adele Davis and Charles E. Dole. The marriage was consummated Friday evening by the Rev. Kendrick of the University Christian Church.

Mrs. Dole joined the family on Jan. 19th, 1920, serving continuously since in the office of the Mechanical Superintendent.

She is a slim, brown haired, brown eyed, little lady with a charm peculiar to herself but which has endeared her to all her co-workers. We have not the pleasure of Mr. Dole's acquaintance, but we wish to tender him our sincere congratulations.

Willis A. Bishop of Mr. Geibel's office, spent a most wonderful vacation motoring in the High Sierra region. However, summer is over and holiday time approaching and he would now like to have the vacation cancelled and select a time in December. Yes?

Miss Marjorie Howard started her vacation on Sept. 28th. Claims she is not going anywhere in particular but just ramble each day to some particular point of interest with a certain congenial party.

Mrs. Curtis is spending her evenings planning a new house.

Mrs. Virginia Collins returned Monday after two weeks spent at near-by resorts.

Torrance Shops

Al Nolan, Foreman of the labor gang, was presented with twin boys on September 13th. One lad is a fine husky youngster but the other, in spite of every effort, died shortly after birth. Mrs. Nolan is doing well. Al

has a family of four children now living. It was sad to lose this little stranger and the sympathy of the family is expressed.

Mrs. Cockran of Mr. Straub's office is once again at work after recovery from a severe operation.

Ed Leahy, Foreman of the Wiring & Test Shop, is on an extended trip East.

Stanley Lay, after two weeks in Pasadena is back in Torrance.

George Wheaton came home the other day from a hunting trip with a large bob cat as a trophy. There are conflicting reports as to just how he caught this cat and while we believe he shot it with a charge of No. 8, George claims he set out some milk in a tomato can and when the cat stuck its nose in the cans he sneaked up, held the can hard down on its head so it couldn't bite and starved it to death. Another report is to the effect that he choked it to death with his fingers in its throat in a misguided endeavor to turn it inside out. Anyway he got the cat and no one was hurt.

Friends of Jack Liston (and they are legion) will be sorry to learn he is in the hospital. The trouble seemed to have started in the throat and at last reports, Jack couldn't talk at all. We are sure this condition is temporary and in the meantime let's not permit his confinement be irksome. The hospital has regular visiting hours.

C. S. Yancey of the Pattern Shop plans a thirty-day trip back to Missouri to visit his brother.

Charles Bolt of the Mill is spending vacation at Santa Barbara.

Sam Bragunier is taking a thirty-day lay-off at Catalina.

P. J. Gallahan is off duty on the sick list.

For the following Mechanical notes from Long Beach and San Pedro, we are indebted to V. L. Swart, recently elected Pacific Electric Club Committeeman from those points.

Jimmy Grizzle has transferred to the Operating Dept. for duty as a foreman. Jim's work in our Dept. was competent and snappy.

Eric Johnson, boss of the "Truck Gang" reports traffic at Springdale is such that he is willing to sacrifice his "Overland Vertical Four" for a quick sale "As is."

Edward McKenzie, car repairer at Long Beach believes in protecting his bread and butter. A disgruntled person attacked the P. E. in a Long Beach newspaper and Mr. McKenzie promptly met the attack with a snappy comeback.

While we do not advocate news-

paper controversy, the spirit displayed, is characteristic of the P. E. family, and has helped to weld us together into the solid unit with our slogan of "one for all and all for one."

Peter Zepeda has returned to work again after being off several days. He says he was painfully injured when thrown from his pinto while celebrating Mexican Independence Day. Pete—was it a pinto or some Los Angeles white mule that got you down?

Gene Halthouse, Assistant Storekeeper, was off a few days account of la grippe.

W. L. Griffith is on the sick list. He had his tonsils removed, the operation having been performed at the Seaside Hospital, Long Beach.

W. H. Lowry, who is off sick, is improving. We all hope "Tex" will soon be his old self in all details of health.

M. H. Howard has returned from his vacation. He looks just as spry as ever.

Our dapper Air Inspector and radio expert, Tom Higgle, is working on a new super distance receiving set which he claims will "Knock 'em dead." Now "don't go 'way, folks," he may let us in on the hook-up.

Our genial Assistant General Foreman Boswell sure totes a "mean" gun. He celebrated the opening of the dove season by bagging the limit in jiffy time. Jim hunts just like he works.

Night Foreman Dick Anraad reports an enjoyable two weeks vacation spent in Chicago and vicinity.

Nate Ricks is now sporting a Hudson Super Six and rises to remark that "she" likes speed. 'Atta Boy, Ricks!

Daddy Weymouth and wife report a very pleasant two weeks spent at the P. E. Camp, Lake Arrowhead, and heartily recommend it to the rest of the P. E. family.

"Pittsburg Jimmy" Mosey is back on the job after two strenuous vacation weeks at Big Bear. He reports excellent fishing and swimming. You tell 'em, Jimmy!

Geo. Gilks, Foreman of Winding Room, and son, spent their vacation on an extended fishing trip to the Klamath River. Several limits of the elusive trout were landed.

Our good friend Willis Brooks, bashful like, failed to mention his 30-day leave which began on the 26th ult. Together with Mrs. Brooks he will journey to Pittsburg, via Portland, Billings, St. Paul and Chicago, returning via New Orleans. This is the Brooks' first visit to their homes

in twenty years and we trust it proves pleasant beyond their expectations.
—Editor's Note.

WESTERN DIV TROLLEYGRAMS By E. C. Brown

Motorman O. Groom is again on the "front end" after a vacation spent in Kansas City. "Big Bill" Jenkins is also back after visiting relatives in the "show me" state.

Conductor M. V. Berger will shortly hie himself to San Francisco where he will represent the Elks at the convention to be held in the northern city.

Our attention has been called to several instances wherein Mortuary Fund payments have been paid within 24-hours after death of an employee. This speaks well for the work of both Mr. Vickrey, Club Manager, and our Accounting Department, whom we congratulate for their good work.

Death called J. E. Berube, Conductor on the Venice Short Line on Tuesday, Sept. 29th. Our keen sympathy is expressed to the family who survive him.

The October meeting of the Western Division Trainmen will be held at Sherman on the 23rd inst.

Just the Thing

"I can't find words to express what I think of a pest like you," cried the angry old gentleman to the book agent.

"Then, sir, I have here the very thing you need. A new, complete dictionary, which contains just the word you want to express yourself in any situation—now used throughout the land by millions of cross word puzzle fans."

NORTHERN DIVISION NOTES Eastern Lines By Mary Surr

E. W. Hill, Educational Advisor, held a meeting in the Trainmen's Room, San Bernardino, Sept. 2nd, for the purpose of outlining a special course in electricity. A number of men availed themselves of the opportunity of learning how and when these would be conducted, and a good deal of interest has been evinced generally.

Employees on Eastern Lines are anticipating a "good time" at the picnic to be held at Pickering Park on Saturday, October 17th. Mr. Pickering will place a number of the amusements at the park at their disposal at nominal cost. In the evening there will be free dancing.

W. C. Monroe, Asst. Trainmaster, and Mrs. Monroe have just returned from a visit with relatives at Olmstead, Ky. About twelve Trainmen are enjoying vacation this month.

The grape season is at its height just now, and carload shipments on Eastern Lines are unusually heavy. To date they amount to 231 cars.

August proved to be the heaviest month for cement on Eastern Lines, 850 cars being handled.

September 21st a special car conveyed about 67 Scouts from San Bernardino to Long Beach, and return.

Like the Dew, He Would Settle

"How kind of you," said the girl, "to bring me those lovely flowers. They are so beautiful and fresh. I think there is some dew on them yet."

"Yes," said the young man in great embarrassment, "there is, but I'm going to pay it off tomorrow."

PACIFIC ELECTRIC RAILWAY COMPANY **OPERATING REVENUES AND EXPENSES, TAXES AND INCOME** **ACCOUNTS—AUGUST, 1925**

Passenger Revenues.....	\$ 1,128,058.31
Freight and Switching Revenue	558,911.58
Other Revenues.....	55,459.82
Total Railway Operating Income.....	\$ 1,742,429.71
Total Railway Operating Expenses:	
Wages	\$802,625.12
Other Charges	398 108.61
Transportation for Investment—Credit.....	2,648.10
	1,198,085.63
Revenue Less Operating Expenses.....	\$ 544,344.08
Depreciation	54,379.74
Taxes Assignable to Railway Operations.....	91,908.13
Total Depreciation and Taxes.....	146,287.87
Revenue Less Operating Expenses—Depreciation—Taxes.....	398,056.21
Non-Operating Income	59,119.47
Net Revenue	\$ 457,175.68
Interest on Bonds and Other Debt	361 150.54
Rent and Miscellaneous Income Deductions	118,182.89
Total Deductions	\$ 479,333.43
Net Loss for Month	\$ 22,157.75
Net Loss for 8 Months	\$ 1,176,962.83
Total outstanding Deficit as of Aug. 31, 1925.....	\$14,268,856.78



A man, like a tack, will only go as far as his head will let him.

Not So Nutty

"Ford made the most of his fortune out of bolts and nuts."

"I didn't know about the bolts before."

"My rose," he said, as he pressed her velvet cheek to his.

"My cactus," she said as she encountered his stubble.—Exchange.

Storekeeper: "What kind of candy do you want, little boy?"

Boy: "Something ten for a cent so I can give my little sister one."

Abe Perluss Says:

—Music used to soothe the soul—now it makes the shoulders jerk.

Wife: How would you like mother for lunch, dear?

Fried-up Husband: Fried!

"Uncle, does father like to watch you play football?"

"I don't play football."

"Well, I heard him say that when you kicked off he'd quit working."

When Hardware Was the Style

Squire: "Did you send for me, my Lord?"

Lancelot: "Yes, make haste, bring me a can opener; I've got a flea in my knight clothes."

No Novelty to Him

A doctor was examining a man who had come to him for the first time. Satisfied at last, the doctor looked at him gravely. "You are in bad shape," he said. "What you need is a sea voyage. Can you manage it?"

"Oh, yes," replied the patient. "I'm second mate on the Anna Marie, just in from Hongkong."

That Toad Again

What are the thoughts of the foreigner who is studying the English language when he encounters this little contribution to our literature:

A tree toad loved a she toad

That lived in a tree;

She was a 3-toed tree toad,

But a 2-toed tree toad was he.

The 2-toed tree toad tried to win

The she toad's friendly nod;

For the 2-toed tree toad loved the ground

That the 3-toed tree toad trod;

But vainly the 2-toed tree toad tried—

He couldn't please her whim;

In her tree toad bower, with her V-toe

Power,

The she-toad vetoed him.

Head of the House (in angry tones): "Who told you to put that paper on the wall?"

Decorator: "Your wife, sir."

"Pretty, isn't it?"

"You bin sick, Rastus?"

"Man, ah bin so sick ah looks in de papers fo' mah funeral notice."

Carpenter—"Didn't I tell you to notice when the glue boiled over?"

Assistant—"I did. It was a quarter past ten."

Never Content

The middle-aged spinster was in a retrospective mood.

"Sometimes," she sighed, "I wish I had married before I was old enough to have enough sense not to do it."—Exchange.

The most sensible sign we have seen on a Ford: "Don't Laugh Big Boy—Mine's All Paid For."

Professor (to students who has placed his feet on the bench in front of him)—Take your feet down, please, so I can see what you look like.

The student complies.

Professor—That's sufficient. Put them back up, please.

Twain on "Honesty"

Mark Twain was called upon to speak at a club, and took for his subject, "Honesty." He said that when he was a boy at home he one day saw a cart of melons. He was a boy, and tempted; besides, he liked melons.

"I sneaked up to that cart," said Mark, "and stole a melon. I went into the alley to devour it. But—I did no sooner set my teeth into it than I paused; a strange feeling came over me. I came to a quick conclusion. Firmly, I walked up to that cart, replaced the melon and—took a ripe one!"

Not on the P. E.

Passenger: "Why are we stopping?"

Conductor: "There is a cow on the track."

Passenger, later: "Why are we stopping this time?"

Conductor: "There is a cow on the track."

Passenger: "What! have we caught up with that cow again?"

"Bobby, your music teacher is coming—have you washed your face and hands?"

"Yes, ma'am."

"And your ears?"

"Well, ma, I washed the one that will be next to her."—Judge.

Salesmanship

Man died, and his widow went to a clothing store, to purchase suit for burial. Salesman sold her suit and one extra pair of pants.

"That's old Dogsbody just come out of the telephone box—he's turned ninety-two."

"Lord! How old was he when he went in?"

Do right and fear no man;

Don't write and fear no woman.

"Oh, doctor, you surely don't think I am going to die?"

"Well, I won't say that, but I wouldn't advise you to start any continued stories."

No Characteristics

Little Ethel: "There was a strange man here to see you today, papa."

"Did he have a bill?"

"Papa, he just had a plain nose."—

Judge.

"And you're sure you realize the difference between driving an ambulance and driving an ordinary car?"

Applicant: "Sure. When y're driving an ambulance y' gotta go back an' pick 'em up."—Life.

Stalled

Bus Conductor—"One seat on top, ma'am, and one inside."

Lady—"You surely wouldn't separate a mother from her daughter."

Conductor (ringing bell)—"Never again, lady. I did it once and I have regretted it ever since!"—Humorist.

"Johnny," said the landlady to her son, "I wish, if you don't mind you'd eat in the kitchen by yourself, instead of with the boarders."

"Don't they care for my company?" asked the son.

"Oh, yes, but your appetite sets them such a terrible example."—Exchange.

Friend of the family to old colored washerwoman: Have you seen Peggy's fiance?

Eliza pondered: No ma'am, it ain't been in the wash yet.—College Coyote.

My Dog

He's my dog—

Four legs and a tail,

A reckless vagabond out of jail.

Just a lot of dog, no pedigree,

all kinds of branches on his family tree.

Shoebottom eyes, nose too long;

Makes your head ache when he sings his song.

His legs are gangly, he has knock-knees,

Tears up slippers, and harbors fleas.

Wild and woolly, likes to run away,

Knocks you down when wants to play.

Is fond of "rassling" with gloves and hats,

Tears up flowerbeds and chases cats.

Sleeps all day, eats like a hog,

Absolutely worthless—but,

He's my dog!

—George Burton, in Life.

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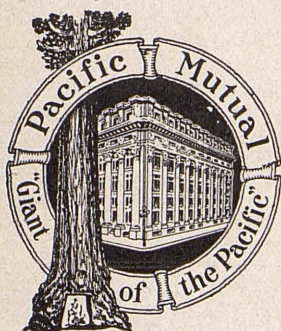
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J. J. Hull, Northern and Southern Division

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Montebello

CONDENSED STATEMENT

THE FARMERS AND MERCHANTS NATIONAL BANK

OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
June 30th, 1925

ASSETS

Loans and Discounts	\$36,657,871.30
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Treasury Notes	3,269,607.13
Other Bonds, Stocks and Securities	1,238,404.89
Bank Premises	487,379.17
Customers' Liability on Letters of Credit	739,657.50
Customers' Liability on Account of Acceptances	101,773.53
Redemption Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	135,932.26
Cash on Hand	\$2,538,654.37
Due from Federal Reserve Bank of S. F. ...	3,224,874.77

Due from Banks 5,428,526.60 **11,192,055.74**

\$55,397,681.52

LIABILITIES

Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided profits	808,511.03
Reserved for Taxes	36,505.31
Reserved for Interest	26,730.83
Unearned Discount	49,812.76
Securities Borrowed	865,000.00
Letters of Credit	795,972.15
Acceptances Based on Imports	101,773.53
National Bank Notes Outstanding	1,500,000.00
DEPOSITS	47,713,375.91

\$55,397,681.52

I, G. H. Naegele, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) G. H. NAEGELE, Cashier

Correct, Attest: M. H. Sherman, E. A. Bryant and T. E. Newlin.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, and is doing, a Trust Business.
This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

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OF LOS ANGELES

Corner of Fourth and Main Streets

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Editor.

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