



The Pacific Electric MAGAZINE



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LOS ANGELES, CAL. OCTOBER 10, 1921

No. 5

WELCOME, MR. PONTIUS!

A GAIN the trend of events has changed for our corporate family. The beginning of the change occurring when recently our Vice President was elected to the Presidency of the Southern Pacific Lines in Mexico.

On Sept. 28th circular was received from President Shoup announcing that Mr. D. W. Pontius, had been elected Vice President and General Manager of the Pacific Electric to succeed Mr. H. B. Titcomb, the transfer of authority to occur on October first.

Our new Vice President and General Manager will not be a new member of our family, merely one of our former officials, returned to higher honor and authority after an absence of several years, during which time he had added to his experience and expertise.

Consider it first a point. Every building connected with road depend upon the railway, a most important degree for the of supplies and equipment must have been connected with the Southern Pacific interest for about thirty years, filling successively the positions of Telegraph Operator, Station Agent and Trainmaster, and District Freight and Passenger Agent. When the seven electric lines in Southern California were consolidated into the Pacific Electric Railway, he was made Traffic Manager and filled that position until 1917, when he was sent to San Diego as General Manager of the San Diego & Arizona Railway, which is owned one-half by the Southern Pacific Company and the other

AU REVOIR, MR. TITCOMB!



factory results, but the job was accomplished, and means much to San Diego in particular and Southern California, as a whole. Mr. Pontius will be succeeded as General Manager of the San Diego & Arizona Railway by A. T. Mercier, who has been Superintendent of the Oregon Lines of the Southern Pacific Company. Mr. Mercier was formerly District Engineer of the Southern Pacific Lines at Los Angeles.

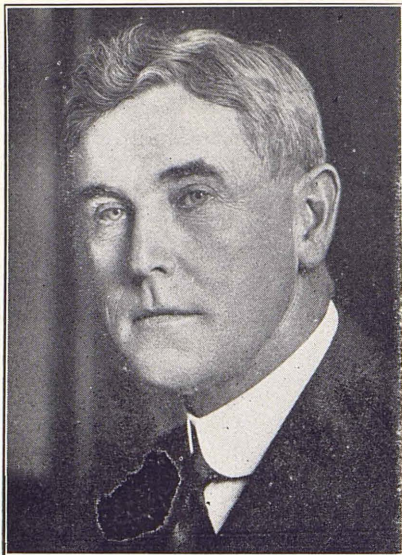
A very thorough knowledge of our properties, gained through his official connection with the roads during the days of consolidation; his first-hand knowledge of all the difficulties and varying conditions under which we are operating make Mr. Pontius particularly fitted to assume the leadership of our forces, and combined with his attainments as executive is a personality that has won many warm, loyal friendships not only among the officers and employes of the road, but among the foremost of citizens in the cities and communities we serve, and from all of them will come a

half by Messrs. J. D. & A. B. Spreckels. The San Diego & Arizona Railway is an \$18,000,000.00 investment and the task of Mr. Pontius was to complete construction of the line, arrange for the purchase of the equipment and place it in operation for the handling of through trans-continental traffic between San Diego and the East. A greater part of this work was carried on during the World War, when it was almost impossible to obtain satis-

most hearty welcome, and most sincere congratulations on his advancement to the Vice Presidency and General Managership of this, the world's greatest electric interurban railway.

This most sincere and hearty welcome not only extends to Mr. Pontius, but equally and in full to Mrs. Pontius, a most gracious, noble woman.

Welcome home. May you dwell with us happily, and lead us to greater success than we have thus far achieved.



MR. TITCOMB ADVANCES

The announcement of the election of Mr. H. B. Titcomb to the Presi-

dency of the Southern Pacific Lines in Mexico, and of the Arizona & Eastern Railway, was received with mingled elation, pride and regret by the entire personnel of the system—elation because of the awarding of this, one of the three or four greatest positions in the Southern Pacific Service, to our own chief resident executive; pride in the man and his record of achievement; and regret that three year's of association with the man's sterling character and marked efficiency of action must be brought to a close.

The respect and admiration for our retiring Vice President is enhanced by the knowledge that every step along the road of over 30 years of service, as well as each step in his preparation for his initial position with the Southern Pacific Company was carved out by himself, with his own hands and mind.

The duties of his new position mean more strenuous, intensive endeavor; practically the total reconstruction and rehabilitation of the lines. That he will succeed, is beyond peradventure

—his past is proof of what the future will be.

As a testimonial of esteem, a complimentary banquet was tendered Mr. Titcomb at the Jonathan Club in Los Angeles, Saturday evening, September 24th. Addresses were made on this occasion by a number of the heads of departments, in which each tendered on behalf of all the employes, sincere congratulations and best wishes.

TRAINMEN'S NEW RATINGS

Transportation Department Circular No. 53 of September 28 outlined the new rates of pay for conductors, and motormen effective October first. These rates (given in detail below) are, for first year men, four cents an hour below the old scale and for men with more than one year of service, two and one-half cents an hour less, the difference in the case of the latter being made up by the discontinuance of the Bonus payments heretofore made, which have amounted to approximately one and one-half cents per hour. The guarantee of \$100.00 per month for extra men is still maintained and there is no change in the Company's policy as to the issuance of free and reduced rate transportation, nor as to the continuance of the 12-days vacation with pay—

STREET CAR SERVICE

Motormen and Conductors:
First year 46c per hr.
Second year 48½c per hr.
Third year 49½c per hr.
Fourth year and thereafter 53c per hr.

INTERURBAN SERVICE

Motormen and Conductors:
First year 48½c per hr.
Second year 51c per hr.
Third year 52c per hr.
Fourth year and thereafter 53c per hr.

ON SINGLE TRACK LINES

NORTHERN DIVISION:
Los Angeles—San Bernardino Line
Glendora Line
Sierra Madre Line
Mt. Lowe Line
Riverside—Redlands Line
Riverside—Corona

SOUTHERN DIVISION:
El Segundo—Hawthorne Line
Redondo via Hawthorne Line
San Pedro via Hawthorne Line
Newport Beach—Hawthorne Line
Santa Ana—Huntington Beach Line
La Habra—Fullerton Line.

WESTERN DIVISION:

Van Nuys Line
Santa Monica Air Line
Inglewood Line
Burbank Line
Motormen and Conductors:
First year 51c per hr.
Second year 53½c per hr.
Third year 54½c per hr.
Fourth year and thereafter 55½c per hr.

FREIGHT & WORK SERVICE

Motormen (Flat rate) 60c per hr.
Conductors (Flat rate) 60c per hr.
Brake Switchman (Flat rate) 54c per hr.
Trolleyman (Flat rate) 49c per hr.
Yard Foremen (Flat rate) 60c per hr.

H. B. TITCOMB
PACIFIC ELECTRIC BUILDING
LOS ANGELES, CAL.

September 22, 1921

Dear Mr. McDonald:

I have your message of September sixteenth, expressing the sentiment of the officers and employes of the Pacific Electric Railway Company.

It has been gratifying to me, as Vice President of the Pacific Electric, to note the willing response to any suggestion or instructions.

These personal associations make it necessary to couple with my pleasure in taking the new position a genuine regret on severing the ties which have developed during my time with the Pacific Electric.

Will you kindly extend to your associates my best wishes for their prosperity and good health.

Sincerely,

Mr. H. G. McDonald,
Los Angeles, Cal.

The above was the response to a congratulatory wire of the General Staff to Mr. Titcomb in New York on Sept. 16.

AN OBVIOUS QUESTION—THAT ISN'T SO OBVIOUS

Should Builders, Contractors and Material Men "Go the Limit" in Stimulating the Construction of Good Roads?

Rather a strange question, isn't it, coming from one of the largest material supply concerns in the west? You would naturally expect that we were seeking a loud, unanimous "Yes!" to be followed by some bright and original ideas on how it is to be done.

That isn't quite what is in our mind. On the contrary we are throwing open for most serious discussion the question just as we have stated it.

"Should builders, contractors and material men 'go the limit' in stimulating the construction of new roads?"

At first blush, the logical answer does seem to be a unanimous affirmative. Good roads serve a good purpose and are at the same time one of the most lucrative sources of business open to contractors and material men. Certainly they should be encouraged to the utmost!

But when you begin to follow the consequences of such a policy far enough you run across a consideration that rather upsets your conclusion. It makes you begin to believe that perhaps there is such a thing as going to excess in the unqualified encouragement of state and municipal construction of highways.

That consideration is the effect on railroads. Can we of the building industry afford to overly encourage a movement which already has hurt the railroads to a marked degree and which, if carried on to the limit, may cripple us because it impairs a service on which we are largely dependent?

The crux of the matter, of course, is the competition between motor driven vehicles, both freight and passenger, and the railroads. By building extensive highways, the state is giving the greatest possible encouragement to automotive transportation lines, and by the same token is taking business away from the railroads. Is that a sound policy?

Consider it from your own standpoint. Every builder and material man connected with road construction must depend upon the railroads to an important degree for the transportation of supplies and equipment. Now, the railroads must have a certain amount of revenue to survive. If the volume of their freight and passenger traffic decreases and thereby their revenue is reduced, they must make up the deficit by increasing their rates.

Of all the burdens under which business in general is staggering and particularly the building industry, one of the most onerous is high freight rates. It is therefore by no means improbable that:

What the building industry gains through the present program of road building it loses by increased freight rates.

Perhaps, if it were a case of the survival of the fittest, in other words, if automotive transportation is a more scientific, more economical method of

general transportation than railroads, it should be encouraged to the very limit.

But the railways put up a case that tends pretty strongly to convince you that such is not the case. Here is the way they present it:

Even a casual student of transportation knows that automotive transportation cannot compete with railroads on the long haul. Take time enough to figure what it would cost to transport a carload of California oranges to Chicago by motor truck, and you will see that this is so.

And even on the short haul, the motor bus cannot compete with the railroad, except through the help of heavy state subsidies.

Railroads have invested in their roadways millions of dollars on which they must pay interest. This one item of expense in one particular case in this state amounts to 18½ per cent of their gross revenue. They must pay an additional 7½ per cent in keeping their roadways, culverts, bridges, etc., in good repair. On top of that the state taxes them another 5¼ per cent.

Now contrast with the bus lines—

Bus lines have not one dollar invested in roadway. The state builds that for them. And as a crowning touch of irony, the state builds with funds largely secured from the railroads in the form of taxes. The bus lines pay nothing as a maintenance expense. The state also does that for them. All they pay in municipal and state taxes and licenses, according to their own testimony before the State Legislature, is 3.14 per cent of their gross revenue as against the state railroad tax of 5¼ per cent.

Summing up the comparison, the railroads must meet charges totaling 31¼ per cent of their gross revenue—while the only expenses of the bus lines is an expenditure of 3.14 per cent for taxes—a handicap of about 28 per cent in favor of the bus lines.

Take away that handicap and how long could the automotive vehicle compete with the railroad? Which is more fit to survive?

What is the proper solution for the problem? No one, of course, advocates any measure that would crush, automotive transportation. Even the railroads themselves want no such a thing as that. They recognize that motor buses frequently act as feeders to their lines, going into territory that creates a sizable volume of business and yet that is not heavily enough settled to justify a railroad.

To quote a recent editorial in "Rock Products," a magazine devoted entirely to the interests of the building industry:

"Don't think, though, that the railroads are opposed to road improvement. They certainly are not. In a great many cases they have gone the

limit to encourage it. They know that a properly designed highway system builds up their business as nothing else can.

"This country needs more transportation. It needs good roads and much more of them than all the money now available can ever build. But let those roads be built to serve the economic needs of the country—to supplement, not duplicate, a railway system with which highways can never compete, except on an unsound and uneconomic basis."

Here is a proposed remedy that is worth considering:

1. A charge upon commercial motor vehicles for the use of highways as a road bed, since it is a state investment from which they profit.

2. A change upon commercial motor vehicles for the upkeep and maintenance since they are largely instrumental in wearing them out.

3. A tax upon gross receipts.

In support of these measures it is argued:

1. They will tend to eliminate the costly duplication of transportation systems by forcing the motor vehicle into its proper sphere—as a means of transportation where there are no railroads.

2. By eliminating this duplication, the volume of traffic for railroads will be so greatly increased as to make a decrease in freight rates possible.

3. With the revenues derived from these sources the state would be wholly justified in building roads where roads are most needed, and doing it on a very extensive scale. This in turn would accelerate tremendously the growth of the state's outlying regions.

While not subscribing unqualifiedly to this program, we recognize in it the essence of a sound policy, not only for the state as a whole, but for the building industry.

The remedy proposed would help the building industry in two ways and hurt it not at all. It would create as much road building as ever before, if not more, the only difference being in the general location of the roads. And it would tend to lower freight rates—a consummation devoutly to be wished.

These thoughts are presented for the consideration of the building industry, not as definite conclusions, but as something well worth thinking about.

Blue Diamond Plaster Co., Inc.
Los Angeles, Calif.

A KIND CONDUCTOR

A very ugly man was quite perturbed at having an organ grinder sit down beside him in a trolley car. Walking back to the conductor he said:

"Do you allow monkeys on this car?"

"Just sit down here in the back seat," replied the conductor, "and nobody will notice you."

NO LONGER APPROPRIATE

An Indian named Man-Afraid-of-Nothing married a white woman in Montana not long ago, and in one week after the wedding he applied to his tribe to have his name changed.—Boston Transcript.

JUST WHO ARE THE CAPITALISTS?

From "Watts-Watt" Portland

Ideas change every day. New angles are given to old traditions and evolution wipes out old barriers and creates new ties and makes the world run smoother—makes us feel more neighborly and kindly toward our fellow beings—that is it ought to be so, and it is getting to be more nearly so every day.

We used to hear of the violent clashes between capital and labor. These class distinctions were alarming sometimes. They made everybody feel bad and created the impression that the world was going to the bow-wows with skids under it.

But if you have any optimism in your soul at all you will see how wrong this idea is.

Only recently we were on a trip through the East to pick up some new ideas about how the street railways and utilities were doing things in other parts of the country and we got an altogether new viewpoint on this controversy about capitalism and industrial turmoil. We discovered that folks were getting closer together and understanding one another a whole lot better than they used to.

Among other things we heard a speech on the subject by a friend of ours in Chicago and we want to give you some of it. He started out by asking the question: "Capitalists—Who are they?" He went on to say:

"Newspaper writers and cartoon have emphasized and visualized the idea—capital as the rather pot-bellied elderly gentleman in the plug hat and labor as the sinewy chap in the square paper cap, the like of which no one ever wore anywhere.

"All this hard-and-fast differentiation between capital and labor and the irreconcilable conflict between them is all nonsense when you come to analyze it. Even accepting the classification as made, nearly all of us are capitalists and mighty few of us will admit that we do not labor, in the sense that labor means work. It is one of the merits of this country that every person entering it, by birth or immigration, is a potential capitalist and most of them want to be; so why submit blindly to permitting use of this word "capitalist" as if it had sinister significance?

"The blacksmith or the machinist with a growing repair business, the carpenter on the verge of taking small contracts on his own account, the farmer looking forward to adding to his acres, are all capitalists or about to become such. We are all capitalists—that is, all except those living literally from hand to mouth and spending every penny as they go. Every savings bank depositor has capital. Every insurance policy holder has created an estate and is a capitalist. Every farmer and home owner is a capitalist.

"There are 26,500,000 people in this country who have bank accounts; there are 4,000,000 insurance policy holders; there are 6,361,502 families living on farms; there were, in 1910,

more than 9,000,000 families in the cities of the country who owned their own home—all capitalists by reason of capital laid by or invested through their thrift.

"When you come to look at it in that light, capitalists are quite a large and respectable class. Yet the fact that we permit capital and capitalists to be commonly discussed with a sinister implication is made a factor in 'red' propaganda of all kinds.

"Take the capital that is measured in millions and which the demagogue tries to make the man of relatively small means (who may himself be a capitalist) think of in hostile terms—what is it? It is nothing but the collective capital of the thousands and thousands of every-day citizens who have deposited their capital in banks, loaned it on bonds or otherwise made it available to be mobilized and used.

"This aggregation of small capital into large amounts is necessary in this stage of civilization and development. The business of the country could not be done without it. Aggregated capital may feel its oats occasionally—may forget that it is not an individual entity, but is a composite of the multitude of small capital accumulations—and so need curbing. But occasional need of restriction or regulation is no excuse for destruction. You would not cure a felon on your index finger by cutting your arm off or make the boy top smoking by chocking him to death.

"Any one who gives five minutes of consecutive thought to the subject must see that capital and labor, particularly in a country like ours, are in no sense antagonistic and irreconcilable, but are each essential to the proper functioning of the other. Opportunities for labor cease without capital to open up new fields and take the risks of the pioneer; for it is capital that always takes the risks which blossom in the long run in pro-

gress, improvements, new conveniences, new facilities and new services; and capital stands the losses which almost invariably precede the success of any new enterprise.

"In these days no one is rich enough, no matter how closely he may approach the bloated capitalist' of the cartoons, to finance modern business enterprises alone. Probably not one of you could have built and equipped the first street car system put into your town. But you combined your capital with the capital of your neighbors, and then, perhaps, you borrowed some more, and so you brought to your town a new service and new convenience, which rapidly became a necessity and all-around prosperity in that town."

VENEER

The superannuated roue and the tinselled lady gazed at each other.

"How exquisite you are!" the lady cried.

"But you are divine," replied her companion.

Both of them laughed to themselves.

SMART

"I understand you have a new car. Do you drive it?"

"No! we coax it along."—Vancouver Province.

Letter to the Dean—My son will be unable to attend school today, as he has just shaved himself for the first time—Northeastern Cauldron.

Use your head. Even the fellow who invented spaghetti used the

A mule can't kick and pull at the same time. Neither can you.

Pa—what are cosmetics?
Cosmetics, my son, are peach preserves.

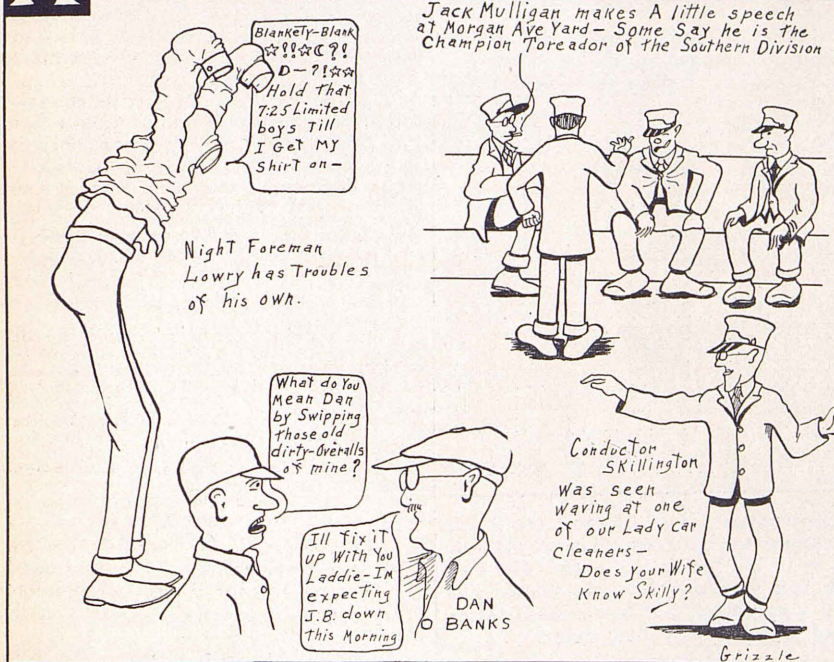
The height of sanitation—cork tip snipes in a holder.

THE NOTICEABLE EFFECT OF TWO ATTITUDES



TRANSPORTATION DEPARTMENT NEWS

A ROUND LONG BEACH



TRANSPORTATION NOTES

The commencement of the rainy season has prompted the Uniform Department to carry a stock of cap covers which are now on sale at fifty cents each.

Manager L. H. Hart of the Uniform Department announces the receipt of the first shipment of serge uniforms which were ordered some time ago.

The price of the uniform is the same as for the Middlesex cloth heretofore used. As long as they last, trainmen may secure the latter if they so desire.

A number of wheels have had to be changed out lately on account of chipped flanges, caused by steel or other objects in the flange ways of grooved rail. This is just a tip to motormen to stop and look when they feel the wheels strike an obstruction, particularly on such rail. The renewal of the wheels is expensive but, more important, the safety of your car is involved.

During the past two weeks forty-two reports of hazards of accident due to careless or reckless driving of automobiles have come in from employes of all departments, and have been transmitted to proper officers of the City and County as well as the Auto Club, and others interested. It is interesting to note that twenty of these reports were accompanied by names of witnesses for verification which makes them of more value.

If every employe of the Company would adopt the slogan "Make friends for the Pacific Electric" and try to carry it out conscientiously for a month what an influence it would exert in the community. No man can get along in the world without friends and our company needs them more than ever. Let's put a smile into the service we give the public and make friends for the Pacific Electric.

WESTERN TROLLEYGRAMS E. C. Brown

Conductor A. C. Stromwell is well pleased with his new run on Hollywood line.

While on his vacation Conductor Brill raised a little mustache. Now the boys are asking why the disguise.

Glad to see Conductor J. H. O'Neal back on the job after his very painful accident with motorcycle, Aug. 10th.

Conductor Hoppenrath moves into his new home in the near future. Invitations for big party are expected soon.

They do say Motorman Harry Delmar has the "550" trains, commonly called "goats" acting like regular "800's".

The boys of Ocean Park turned out strong to our last trainmen's meeting. Here's hoping they keep up the good work.

Our friend, Dispatcher Jesse Osborne, has taken run 123 and likes it very much or will as soon as he gets used to daylight.

The Brigham-Hart Post No. 811, Vets. of Foreign Wars' box supper Monday evening, Sept. 26th, was a big success in every particular.

The trainmen want to know why Motorman Vick wears ear lappers on his cap. Tell us Vick. Is it because you're afraid of hearing bad news?

Let it be known that Jim Mulvaney, 9 months old son of Conductor Glenn Mulvaney took first prize at San Fernando Fair being 100 per cent perfect. "Some boy."

The trainmen of the Western Division were agreeably surprised to meet again our ex-supervisor, Captain Edmonds, who paid us a visit last week. Come see us more often, Captain.

Conductor M. V. Berger spent his 12 days vacation moving from the hills of Ocean Park to the Beach. They say he lost his grip the first day and took the other eleven to find it.

A very pretty wedding occurred in Sherman on the evening of Sept. 17th. Miss Frances Riddell, niece of Motorman Sam Masterson and wife, married Conductor James Berk. "Good luck."

Conductor Jesse Hanselman was elected Chairman of the "Trainmen's" get-together meeting for the months of October, November and December. We hope for a large attendance at the October meeting.

In our September Magazine was printed an item stating Mrs. A. Grentz helped Mr. A. Grentz to do some of the needle work on his lamp which was on exhibition at the P. E. Club. Now we want to correct this. Mr. A. Grentz wants the whole world to know there isn't any Mrs. A. Grentz and that he himself stitched every little stitch on that lamp.

'What about this Manager Stuart? You were the authority. Shall we condole with, or congratulate Mr. Grentz —Editor.)

AGENCY CHANGES

M. Clyde Whiteley, who has been agent at Sherman since February, 1920, was appointed agent at Garden Grove effective Sept. 29th.

Mr. J. H. Sandman was appointed agent at Glendora effective Sept. 30th vice B. D. Driver. Mr. Sandman has been connected with the Pacific Electric for seven or eight years, most of the time as agent at Garden Grove.

**PACIFIC ELECTRIC RAILWAY COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—August 1921**

Passenger Revenues		\$ 1,071,843.17
Freight and Switching Revenue		388,137.22
Other Revenue		65,350.48
Total Railway Operating Income		\$ 1,525,330.87
Total Railway Operating Expenses:		
Wages	671,137.38	
Other Charges	328,300.89	
Transportation for Investment—Credit	3,718.28	995,719.99
Revenue Less Operating Expenses		529,610.88
Depreciation	22,890.94	
Taxes Assignable to Railway Operations	76,477.97	
Total Depreciation and Taxes		99,368.91
Revenue Less Operating Expenses, Depreciation and Taxes		430,241.97
Non-Operating Revenue		11,263.16
Net Revenue		418,978.81
Interest on Bonds and Other Debt	320,239.61	
Rents and Miscellaneous Income Deductions	56,757.85	
Total Deductions		376,991.46
Net Income for month		\$ 41,987.35
Net Loss, 8 Months this year		\$ 657,616.34

**SOUTHERN TROLLEYGRAMS
F. J. Oriva**

Conductor A. (Pop) Hessemer spent his vacation seeing the sights around Los Angeles.

Conductor A. Reed spent his vacation around town, took a trip to San Diego and stopped at Tia Juana for a short visit.

Conductor W. G. Frogge of the Hawthorne line was married on Sept. 9th last and is making his home in Redondo Beach.

The champion checker player of the Southern Division, P. T. McCormick, lost three straight games to Giant Motorman, E. Self.

Mr. R. Spafford and Dan Terry returned from a 30-day leave of absence spent in deer hunting. They secured three deer and had a fine time and a pleasant trip.

Motorman W. M. Siratt has been to Arkansas recently to visit his old home. Since his return, both he and his wife have been quite ill, but are now convalescent.

Conductor J. H. Ousterhoudt, a short time ago, met with a bad accident at Torrance. He fell between two cars and had his foot cut off. He is at the Golden State Hospital and getting along very nicely.

Conductor C. H. Bowmen, B. Wolfe and Motorman L. Preston were driving one night last month at Huntington Park in a Studebaker auto and crashed into a telephone pole but all escaped with slight injuries.

Motorman C. M. Heard spent his vacation at El Paso, Texas, driving there in his Buick Six auto. He says the trip was worth while taking and had a fine time, but some parts of the road were in very bad shape.

It seems like the Southern Division Motormen are not trying very hard to get into first place in coasting. Now let's all get together (Conductors as well) and put the Southern Division at the top of the list next month.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:30 P. M. on September 20, 1921, in the Committee Room, Pacific Electric Club, Chairman E. C. Brown calling the meeting to order.

The attendance numbered fifty trainmen, in addition to Mr. White and staff. The reading of the minutes of the previous meeting was waived.

Mr. Brown spoke of the recent death of Mr. J. H. Brigham, Terminal Foreman at Sherman, and motion was made and carried that an expression of sympathy of the Western Division Trainmen be communicated to Mrs. Brigham in her recent bereavement.

New Business

By Motorman Charboneau: That stop sign at 7th Ave. and 16th St., outbound, be moved farther east to where landing is better.

Disposition: Referred to Electrical Department.

By Motorman Bennett: There are two stop signs at Kings Road, Santa Monica Blvd. One on pole should be removed.

Disposition: Referred to Engineering Department.

By Motorman Masterson: Sign at Lucille and Hyperion is even with the curb and cars stopping with rear end at sign block traffic. Recommend that sign be moved back a car length.

Disposition: Referred to Electrical Department.

By Conductor Crowther: Cover to switch box at Echo Park Avenue and Sunset Blvd. is often lifted by autos. Should be fastened in some way.

Disposition: Referred to Maintenance of Way Department.

By Motorman Charboneau: Spoke of delays concerning Vineyard and Short Line Trains along 16th street on Sundays.

Disposition: Mr. White said the matter would be investigated.

By Motorman Bennett: When two cars are entering and leaving Hill Street Station at the same time, if conductor should by any chance be forced to drop switch chain, a hazard of the two cars coming together exists. Suggests that either the in or outbound car be given the right of way and for the other car to wait until car is around curve.

By Supervisor O. L. McKee: Extended an invitation to all present and their families to attend a Hi-Jinx at Sherman, September 26, under the auspices of Veterans of Foreign Wars.

By Motorman Charboneau: There are two signs at 16th and Hill streets. Outbound sign on Hill street is a one way sign. Inbound sign on 16th street is a two way sign. Sign on 16th street should be hung outside of trolley wire.

By Motorman Broswell: Referred to signs at 16th and Hill streets. Stated they were put there some five or six months ago for a safety measure. Stated that all new stop signs being put up now look like old ones and read both ways.

Disposition: Referred to Electrician Department.

By Motorman Bennett: Sold two or three months ago a request was made that Trainmen's Room at Sherman be furnished with a set of boxing gloves.

Disposition: Mr. White said it was not good policy to place boxing gloves in trainmen's room.

By Conductor Burdge: Would like to know some way to make agents punch commutation tickets squarely on dates instead of between them and also have them stamp same without blurring.

Disposition: Referred to Traffic Department.

By Conductor Burdge: Bonding cars are causing too much delay on Santa Monica Blvd. west of Seward St.

Disposition: Mr. White said he would check in on it.

By Motorman Charboneau: Wanted to know if there is any specified distance that a car is required to stop behind a tower truck. L. A. tower truck driver told him that rules required cars to stop 50 feet behind tower trucks.

Disposition: Mr. White said cars should stop at least a car length behind tower trucks in order to give the truck room to back up to get off of track in case he could not move forward.

From Suggestion Boxes

By Motorman J. R. Allen: If safety first is to be followed why not help the motorman by putting a curtain behind him at night?

Disposition: Mr. White stated this was being done as the cars go back to shop.

Motorman McCarthy spoke of taking up a collection among trainmen for the purpose of purchasing a large picture of Mr. Brigham to hang in Trainmen's room at Sherman. Also suggested that trainmen contribute towards a marker for Mr. Brigham's grave.

Disposition: After discussion it was decided that contributions would be accepted by terminal foremen.

Held election of chairman for months of October, November and December. Conductor Jesse Hanselman was nominated and elected unanimously.

Arthur Hader, Southern Division trainman, and companion demonstrated and talked on merits of a new model motorman's seat.

There being no further business, meeting adjourned 9:20 P. M. to Auditorium for entertainment and refreshments.

M. B. MORRIS, Sec'y.

AN OPTIMIST

"Judge," said the prisoner, "I'm deaf."

"That may be," said the judge, "but you'll get you hearing in the morning."

OF THE OLD SCHOOL

"Is the doctor you are telling me about a homeopathist?"

"Don't be alarmed about that. He never prescribes less than a quart."

THE MOTORMAN'S RESPONSIBILITY

By John Connors in B. C. Electric

The platform man's definition of accident is, a happening in which the other fellow is wholly to blame. Ninety per cent carelessness and ten per cent accident is the superintendent's analysis. The most expensive and least derivative feature of electric railroading is the opinion of the directors and the decision of the judge and jury. A means of replenishing his bank roll is the light in which the plaintiff views it.

Some people believe accidents are the acts of God, but it would be a hard matter to convince a motorman that God has anything to do with the automobilist who drives in front of his car a distance of ten blocks then decides to get off the track and on again, just as his car is parallel to the rear end of the automobile. Another matter open to argument in the motorman's mind is why so many women after crossing the track safely change their minds and retrace their steps when his car is within a few steps of their path. Surely the Lord does not lend his aid to such foolish actions as these.

The most logical definition of accident is found in the dictionary, where it is defined as an event which is unexpected or the cause of which was unforeseen. Hence, does it not stand to reason that the antidote for accidents is foresight and a contemplation of the unexpected? For instance, if you are behind schedule and are speeding along at a merry clip approaching a blind street crossing, if you consider your car as a lightning rod and an automobile whizzes out of a cross-street like lightning, there will be no accident, for your foresight has met the contingency and your car misses the automobile.

In regard to expecting the unexpected, I recall an incident where if this plan had been followed an accident would have been averted. I was running with what was considered a very careful motorman; we were trailing an automobile on a slightly down-grade piece of track. When within the usual distance the motorman sounded his gong, the chauffeur attempted to drive off the track, but the street was slippery and his rear wheel climbed the rail while his front wheels stubbornly clung to the inside of the track. Consequently the automobile swerved around and crashed into our car. After a lengthy lawsuit the jury did the expected and awarded damages to the extent of \$1,700 against the company. If the motorman had practiced the afore-mentioned policy, the company would have saved enough to pay his salary for a year.

But, you say, people will fall off cars at rest, automobiles will go out of their way to engage an electric car in combat. In accidents of this nature we will reverse the superintendent's analysis and call them ninety per cent accident and ten per cent, carelessness.

The slogan, "Watch your step," would have prevented the former, and the place to expect the unexpected is in out-of-the-way localities.

I know of one instance in which pride was the indirect cause of an accident. A green motorman, unable to make time, subject to the jibes of his fellow-workers, becomes desperate and takes chances which his limited experience by no means justifies. They bundle him and the victim of one of his chances in the same ambulance and he spends several months in the hospital.

You may run your car for years and never have an accident, but if you relax your constant vigilance for the space of one minute the most distressing catastrophe of your whole life may occur.

Science nor inventive genius cannot eliminate accidents entirely, for the factor of human fallibility is ever present. I prefer that people would say I was careful to an undue extent, or that my carefulness bordered on the ridiculous.

If our own safety was all we were charged with, there would be but few

accidents, but the hand that manipulates the air lever and controller has constantly in his care the safety and lives of men, women and little children. Nor does the responsibility end with these, for the safety of the pedestrian on the highways, the sleeping teamster driving upon the track from the cover of a blind street crossing, the reckless drivers of automobiles, all depend upon his watchfulness and foresight. Conditions place upon his shoulders a trust more noble than he ordinarily comprehends, that of guarding people from injury and protecting them from their own carelessness, and to be worthy of this obligation he must accept duty as a master, foresight as a companion, and vigilance as a bed-fellow.

FIRST LESSON

A little Scotch laddie, wee Willie Macgregor, returned home after his first day at school.

When his father came back from worked that evening he asked the young scholar what he had learned.

"I learned to say, 'Yes, ma'am,' and 'No, sir,' to me mither and feyther," replied the boy.

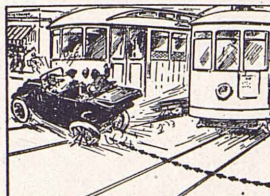
"Did you indeed!" said the father.

"Aye!" responded Willie.—Pearson's Weekly (London).

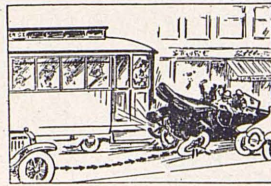
WHY PICK ON THE STREET CARS?

They're Heavier than your Automobile and an Argument with One Frequently Ends in the Hospital

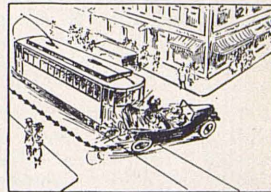
Owing to the fact that a large number of collisions occur between automobiles and street cars, the Rhode Island Company published a little booklet with these illustrations, showing how to avoid some of the more common accidents. We publish six of them, by permission. The automobilist who prefers sitting behind his wheel to lying on an operating table would do well to heed these warnings.



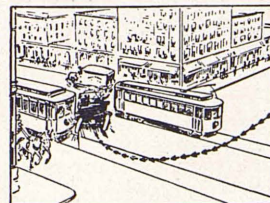
(1) Crossing directly behind one car when you can't see whether another car is coming in an opposite direction on the other track is a sure method of increasing business for your repair man—and also for your local hospital.



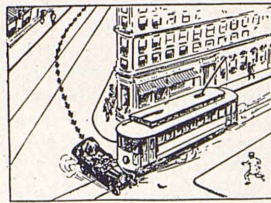
(2) Trolley cars can't dodge. If you pull out from the curb and turn onto the tracks without looking to see whether there is a car within a hundred feet of you—you may receive added impetus in the direction you are going.



(3) Turning from the right hand side of the street to the left across the car tracks, without looking behind you, is one formula for collecting a curious crowd and accident insurance indemnities.



(4) Two objects approaching each other eat up the intervening space in a surprisingly short time. Take this into consideration before you try to cut between two cars going in opposite directions—and then wait till they've passed and cross at your leisure.



(5) If automobilists would only learn to approach a blind crossing with the machines so carefully under control that they could stop at a moment's notice, some of our big hospitals would probably pull down the S. R. O. sign.



(6) Take your time before passing a standing car. If no passengers are alighting, there is probably some other good reason for its waiting. If there is an intersecting track ahead, look and see if there is another car approaching at right angles before you try to cross.

—Protection.

MECHANICAL DEPARTMENT NOTES By W. H. BROOKS

Leo. Miller is away on Vacation.

Miss Bernard is off on vacation.

Geo. Dowling has purchased a home in Watts.

Miss Madge McElroy is visiting her aunt in Des Moines, Iowa.

W. A. Bishop spent a very enjoyable vacation, in the open, with his new machine.

Frank Miller is at home sick. We have no particulars but trust he will soon be "fit" again.

Miss Adel Davis spent the week end of the 18th with friends at Santa Barbara, making the trip by auto.

W. E. Stewart, Chief Draftsman, has purchased a home in Vista Highlands, Torrance, will move in on the 1st.

Carl Hyde, Foreman of the coil tapping department, has moved into his new home in Vista Highlands, Torrance.

Jim McGraw of the Winding Room is yet a deep, dark mystery, but we bank on the old proverb, "Murder will out."

Mrs. J. McEwing, wife of Jack McEwing, foreman of the Blacksmith Shop, is in the hospital, an operation having been necessary.

John Liston, General Foreman, spent his vacation in the country near Walnut. Jack claims he gained a half pound per day in weight while there.

We wish to announce that the Mechanical Department has a BALL TEAM. We are empowered by said ball team to challenge any ball team on the system.

Charles Bott of the Mill, is on vacation and we understand has found the "One Girl" and married her. In the absence of detail, facts will be forthcoming later.

Guy H. Woolley and Miss Pearl H. Archer were married September 9th, under the giant redwoods of Muir Woods. The honeymoon was spent in the open and visiting points of interest in the north. Mr. Woolley has hosts of friends throughout the system and all join in congratulations and best wishes. The girls of the Mechanical Superintendent's office presented Guy with a very handsome cut glass vase.

Miss Agnes Parke has returned from her vacation at Huntington Lake on Big Creek in the Sierras. Anyone going into the Sierras usually returns full of three things, i. e. enthusiasm, trout and health. Miss Parke has them all.

The following is an extract from a letter appearing in the August, 1921, issue of the "California Safety News." "The California Workmen's Compensation Insurance and Safety Act provides for the payment by the employer to the employee of 65 per cent of his average earnings, with a maximum set at \$20.83 per week; that is, no man, no matter how much he receives in wages can draw more than \$20.83 per week in compensation, and the amount may be reduced 50 per cent if the accident is the result of wilful misconduct on the part of the injured employee. Under the Act no compensation is paid for the first seven days of disability." Therefore a direct result to the man earning 80 cents per hour is loss of wages of \$17.57 per week thereafter to say nothing of the physical pain and suffering endured. How many of you can afford to lose one week's wages and then have your wages for the balance of the time you are laid up cut one third or more? With the assurance that this plant is endeavoring to do all possible toward accident prevention, we ask in your behalf and that of your families, that you co-operate with us by way of exercising due care in performing your various tasks." We have a good record in the Mechanical Department, but let's make it even better and use "SAFETY FIRST" wherever we go.

NEW "INCLINE" CABLE

Today (October 10th) a new cable is being installed on the incline section of the Mt. Lowe railway by the Mechanical Department and for twenty-four hours service is discontinued to the famous mountain during its installation.

Since the construction of the Mt. Lowe railway, it has been the policy and practice of this company at all times to exercise the utmost caution in its operation, and to leave nothing whatever to chance in any of its details. The men chosen to operate its every intricacy have been of the highest type in their respective avocations and the result has been absolute safety for our passengers up to this time, as we are reliably informed that not one passenger of the millions transported has met injury.

Constant inspection, close supervision, loyal conscientious effort on the part of all concerned, and close teamwork between the different departments interested have been the factor that has made this line safety plus.

HOLD TROPHY PERMANENTLY

For six consecutive times the Electric Department tug-of-war team defended their honors at the annual Pacific Electric Picnic, and at our last general outing were given permanent possession of the two beautiful silver cups that represent their prowess. The final winning team shown in the picture, are A. Herskind, Captain; E. L. Martin, H. L. Perkins, D. Kennedy, L. F. Smithson and A. H. Brainard.



Proud indeed are the holders of these trophies, given by our President, Mr. Shoup.

ELECTRICAL DEPT. EMPLOYEES NOTICE

The Electrical Department Employees will resume their monthly meetings on October 18th, at 7:00 P. M., with a five course banquet at Jahnke's Tavern, 524 South Spring Street.

Election of Officers will be a part of the regular business.

Don't forget the date and hour and every one be there.

Get your tickets from your foreman.

HEARING BEFORE COMMISSION

The Pacific Electric Railway rate case comes up before the Railroad Commission of the State of California in Los Angeles on October 11th at which time it is expected that Chief Engineer Sachse of the Commission will present his report of the survey of other objects in the flange way of the Companys' affairs. This is a case of much importance to us and much depends upon the decision of the Commission.

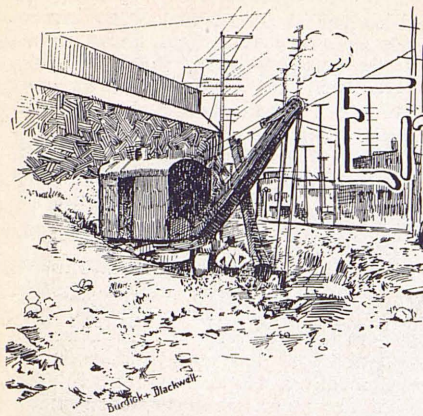
"DAD" COREY RETURNS

Mr. Corey, Flagman, (better known as "Dad") stationed at Santa Fe crossing, (Aliso Street and Los Angeles River) has just returned from his vacation trip which he spent in the East taking in the sights and visiting with his former friends at his old home town, Port Jervis, N. Y.

A CONCENTRATED LINGUIST

"You say your wife is a great linguist? How many languages does she speak?"

"Oh, it's all in one language."



Engineering Notes

Lex Crooks spent his vacation in Vancouver.

L. J. Smith spent the last leg of his vacation at Catalina.

Mr. and Mrs. Dwight King spent a most enjoyable vacation at Palms.

Mr. Budgett spent a few days at the Magic Isle and returned with 100 per cent pep.

Mr. Radcliff had just returned from the north where he mussed up several good deer.

The annual collection for the winter supply of ice was a generous one, even though some don't use water.

The Native Sons may work on Admission Day, but they must positively get rid of straw on the 15th.

Bowling is to be revived this winter and Messrs. Shaw and Wood challenge all comers. Pat—please note?

Mr. Knoderer spent two weeks in San Francisco and Oakland. He is sending back for some of the cool breeze.

Mr. DeNyse reports his little private pool in the San Bernardino Mts. is well stocked with hungry trout this season.

It looks like a long hard winter is before us as the Valuation Department is bringing forth the electric irons and other foot warmers.

Miss Gaskill has been nursing a swollen jaw, and Miss Carr's left eye was concealed by a pink shade. The umpire has never been heard from.

Mr. Haggerty who is confined to his bed is reported as resting easily and we hope that early reports will announce his complete recovery.

As the cool weather approaches the Office Sweater was again pressed into service, although it is desired to abandon this facility, it has no salvage value and is pressed into service again.

Doc Shaw was recently seen leaving the office with a bunch of red roses and a phonograph record. As long as these batchelors are allowed to run loose we will have scandal.

Joe Frownfelter journeyed to Fort Worth, Texas recently and is trying to figure out how one cow at Lomita gives eight gallons of milk per diem while five cows in Texas give six gallons.

Don Batman is confined to a bed in the Pacific Hospital due to a sudden attack of appendicitis. He is reported as doing very nicely under the able hands of Dr. Weber and hopes to be no deck for the world series as usual.

Mr. Olds recently motored to Big Bear, going by way of the new road out of Highland, and returning by way of the desert route and the Cajon pass. Although the weather was very hot the scenery is exceptionally fine along the road.

Jno. Bennett made a little tour back to the old stamping ground at Champagne, Ill. Being quite a chicken fancier, Jno. attended the country fair where he picked up some good ideas for use in his poultry colony at Palms. It was discovered that Mr. Volstead is about to change the name of the Illinois town to Peruna.

The department regrets to learn of the sudden death of Wallace J. Maxson, Towerman at Lamanda Park which occurred on the 21st inst. He was born in Bloomington, Ill. and entered the service of the company as a flagman April 1st, 1910 and promoted to towerman March 1st, 1911 in which capacity he was working at the time of his sudden and unexpected death.

B. F. Manly and his father returned from the Whitney Country where they bagged the limit of deer although not so plentiful as in former years. The Ford behaved well on the steep mountain roads, but occasionally the plus grade was a little too great and the assistance of a shove or a pull was required from passing motorists. The

return trip was through the Yosemite valley where travel was exceptionally heavy.

Mr. Gowanlock of the bonding department, Mr. Barclay of the Bridge and Building department, and Mr. McKesson of the paving department, have been elected to represent the Engineering Department on the Executive Committee of the P. E. Club. Each man represents one hundred employees of the department and is expected to attend the meetings which are held at the P. E. Club on the first Wednesday of each month at 2: P. M. where all matters pertaining to the employees welfare is taken care of.

DEATH ENDS DUTY

On the morning of Sat. 21st a message was received over the Dispatcher's board that W. J. Maxon, towerman of Lamanda Park Crossing was dead at his post, with the block set against all trains, death having suddenly ensued, apparently from heart disease. The Pasadena Star-News in its issue of that date, says:

"Faithful to the end of his long railroad career, W. J. Maxon, signalman at the Pacific Electric-Santa Fe signal tower at Lamanda Park, dropped dead this morning while on duty. All his signals were found properly arranged to block every train, as is the rule with railroad towers. Mr. Maxon was a railroad man through nearly his entire adult life. He had been an engineer on both the Southern Pacific and Santa Fe systems and was widely known and a great favorite among railroad employes of the entire Southwest. Mr. Maxon had also been for a long time in the employ of the Pacific Electric, as a signal towerman. He was assigned to the Lamanda Park tower when it was constructed about a year and a half ago. One son, Wallace J. Maxon, of Los Angeles, survives."

"JAY WALKING" BLAMED

One condition in our city that is very apparent to every newcomer, and one which contributes to a large number of our accidents, is the heedless way in which pedestrians cross the streets. This is popularly known throughout the United States as "Jay Walking." To an outsider it would appear that about 90 per cent of the inhabitants of Los Angeles can be classed as "Jay Walkers." Not only do they cross the street diagonally and at other than street intersections, but when they come to a corner where semiphores or traffic officers are stationed, as on Broadway, they pay absolutely no attention to these signals or to the directions of the officer in charge. These signals are designed primarily to facilitate the movement of traffic and insure the safety of the public. The "Jay Walkers" duck through the crowd regardless of the position of the signals or the direction of the officer.—L. A. Chamber of Commerce Bulletin.

NEWS FROM THE PACIFIC ELECTRIC CLUB

CALENDAR

- Monday, October 10th—**
Pacific Electric band rehearsal.
- Wednesday, October 12th—**
Pacific Electric Rod & Gun Club meeting in assembly hall at 8:00 p.m.
- Thursday, October 13th—**
Balloon shower dance in auditorium at 8:00 p.m.
- Friday, October 14th—**
Regular movie show in auditorium at 7:45 p.m.
Northern Division Safety Committee meeting 2 p. m.
- Monday, October 17th—**
Pacific Electric band rehearsal at 8:00 p.m.
- Tuesday, October 18th—**
Transportation Department meeting of all employes of all Divisions at 8:00 p. m. Refreshments will be served after meetings.
- Thursday, October 20th—**
Moonlight dance in auditorium at 8:30 p.m.
- Friday, October 21st—**
Regular movie show in auditorium at 7:45 p.m.
General Staff meeting in Assembly Hall at 10:00 a. m.
- Monday, October 24th—**
Pacific Electric band rehearsal at 8:00 p.m.
- Thursday, October 27th—**
Jazz carnival in auditorium at 8:30 p.m.
- Friday, October 28th—**
Regular movie show in auditorium at 7:45 p.m.
- Saturday, October 29th—**
Carnival and Hi-Jinks at Urbita Springs all day Saturday and Saturday night for all employes and their families, Pomona and east. Be sure to get printed folders giving details in regard to the program.
- Monday, October 31st—**
Pacific Electric band rehearsal at 8:00 p.m.
- Wednesday, November 2nd—**
Pacific Electric Club Executive Committee meeting in Assembly Hall at 2:00 p.m.
- Thursday, November 3rd—**
Regular Club dance in auditorium at 8:30 p.m.
- Friday, November 4th—**
Regular movie show in auditorium at 7:45 p.m.
- Monday, November 7th—**
Pacific Electric band rehearsal at 8:00 p.m.
- Tuesday, November 8th—**
Southern Division Safety Committee meeting, 2 p. m.
- Wednesday, November 9th—**
Pacific Electric Rod & Gun Club meeting in Assembly Hall at 8:00 p.m.
- Thursday, November 10th—**
Souvenir ball in auditorium at 8:30 p.m.
Western Division Safety Committee meeting 2 p. m.

CLUB COMMITTEE MEETING

The regular monthly meeting of the Executive Committee of the Pacific Electric Club, held in the Committee Room of the Club, on Wednesday, September 7th, was called to order at 2:30 p.m.

Roll call showed the following absentees: M. C. Brucker, R. H. Dorman, L. H. Covell, W. R. Osborn, E. H. Pierce, J. Richards, R. L. Hyde, L. D. Bailey, R. D. McKesson, J. M. Gowanlock, C. J. Tenny, C. Thorburn.

The minutes of the previous meeting were read and approved.

The manager made the following financial report:

Club Fund

Balance on hand July 31.....	\$ 399.51
Receipts	965.25
Total	\$1,374.76
Bills and expenses.....	794.07

Balance on hand Aug. 31.....	\$ 570.69
Relief Fund	
Balance on hand July 31.....	\$ 108.32
Receipts	1,114.00

Total	\$1,222.32
Paid out in relief.....	\$ 252.09

Balance on hand Aug. 31....	\$ 970.23
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Mortuary Benefits

Martin J. McGrath, switchman, Southern Division; beneficiary, Mrs. Mary L. McGrath; amount.....	\$ 575.00
Fred D. Marcus, motorman, Western Division; beneficiary, Mrs. Kyra Marcus; amount	\$ 575.00

Mr. Stuart stated the picnic held at Redondo Beach had been a great success, and thanked the members of the committee for their co-operation with him. Also read the following letter from Mr. Titcomb:

"I wish to take this opportunity to compliment you and your committee on the splendid success attained at the Pacific Electric picnic, August 27th. You surpassed previous efforts and have set a mark which it will be difficult to equal in future gatherings."

Election of Officers

At this meeting the following club officers were elected:

- O. A. Smith, President.
- W. A. McCammond, Treasurer.

Governing Board

George B. Barclay, Engineering Board.

- J. M. Geopfert, Electrical Dept.
- M. T. Spencer, Mechanical Dept.
- D. J. Finley, Northern Division.
- F. L. McCulley, Southern Division.
- B. C. Chase, Western Division.
- S. E. Cooper, General Offices.

A motion was made by Mr. Spencer that the movie shows be started

at an earlier hour, so as to enable club members to arrive home at an earlier hour. It was, therefore, suggested that the movie shows start at 7:45 p.m., which will enable all employes living in Sherman and Torrance to get the car leaving at 10:00 p.m. It was also suggested that this matter be taken up with the attendance at the next movie show.

Mr. Stuart stated that a campaign is being made for both club and mortuary fund members, and suggested every member of the committee take part in this drive. Mr. McPherson, who acted as temporary chairman at this meeting, suggested that in this drive for more members, each member of the committee be given a list of non-members and see that they are taken into the club and also the mortuary fund.

There being no further business, adjournment was made at 3:35 p.m.

CLUB HAS NEW PRESIDENT.

At the last meeting of the Executive Committee of the Pacific Electric Club, its new chief executive was chosen in the person of Mr. O. A. Smith, our General Passenger Agent, who succeeds Mr. S. A. Bishop, who has held the position for the past three years, and who retires with the heartiest thanks of every member of the Club for the successful administration of its affairs.

Mr. Smith, the new president of the organization, is well known to many of our employes; is intensely interested in all the phases of our Club work and will undoubtedly give a good account of his stewardship as its chief executive. He has the best wishes of all the membership, and many pleasant associations are anticipated.

P. E. BENEFIT TO POMONA

That the Pacific Electric pay-roll means something to the City of Pomona, is evidenced by the following from the Pomona Progress of Sept. 29th, and other cities of our system might find some food for thought by knowing how much of a pay-roll friend we are to them. Incidentally it would be interesting to know how much in dollars and cents, our competitors mean to these various cities we serve. How many home-builders, taxpayers, commodity buyers do they provide. The Progress says in part:

"That the Pacific Electric Railway company's use of Pomona as a terminal point is a real benefit to the city is shown by some figures released today by W. B. Foote, Pomona agent. There are twenty-seven men employed by the company from this terminal in all departments, exclusive of Mexican labor. Of these men approximately 84 per cent are property owners and tax-payers. The average monthly payroll, which amounts to \$10,500 is accordingly paid out to Pomona men who live in Pomona, maintain homes here, pay taxes here, and spend their incomes here."

"JAZZ SLINGERS" GO TO THE CAMP



Your indulgence, gentle reader. This is this correspondent's "Swan Song." He is used to writing novels, not having in mind that this magazine has only 16 pages. He has aspirations and things—

"San Bernardino, Riverside, Redlands, Pomona, Covina, San Dimas"—this was the call that started part of the jazz orchestra of the Club on its annual trip (thanks to Mr. Stuart) to the P. E. Vacation Camp, in the Little Bear valley. But wait! Just as Station Master Wally called the last "all aboard," "Pigskin" Moyer's voice was heard above the crowd, "Where is 'Ivory' Stuart?" and just as the train crew started giving the two-bell signal, 'Ivory' Stuart and Miss Brant came, bag and baggage, through the gates like the entire police force of Los Angeles were after them and both looking like someone had turned the spray of a hose on their faces. Nevertheless, those on the car settled down for a rest until "Sawstring" Griffith woke up the bunch with "Where's my pipe?" and for a few minutes things went right and left until said pipe was firmly seated between Griffith's teeth. Those who went on the car were "Ivory" Stuart, "Pigskin" Moyer and Miss Le Blanc (who, by the way, will be, no doubt, known as Mrs. "Pigskin" Moyer, by the time the orchestra goes again) "Sawstring" Griffith and his fifty-cent pipe, "Pickstring" Val Reinmuth and Mrs. Reinmuth. The other members of the party who went in "Blowpipe" Cammick's machine were, "Blowpipe" Cammick and Miss Edmunds, "Sawstring" Koehler and "Blowpipe" Hunter with his pipe, only his is a blow instead of a smoke. These members left Los Angeles in the machine at 3:00 p.m., arriving in camp at 8:00 p.m. (some driving, old boy). The crowd was generally entertained by "Grof" on the trip to San Bernardino, and at that point a little accident happened which looked very much like it would spoil the trip—

"Grif" lost his pipe. He did not miss it until he was half way to Arrowhead and then it took all of "Ivory's" weight to hold him in the car until Moyer produced the pipe, which Miss Le Blanc had rescued from the plush seat of the San Bernardino limited, then "Grif" was happy until he had it full and ready to light and then for the tenth time he yelled "Who's got a match? Oh, Moyer, gimme a match." After which, all was quiet and the trip to Arrowhead was enjoyed by all. There we were all glad to meet our old pal Worley waiting with the hill climbers to take us to camp. Miss Brant, Miss Le Blanc, "Ivory" and "Pigskin" went in with Worley, and Mr. and Mrs. Reinmuth and Griffith with Harry, the other driver. We started up the old trail, and it was SOME ride. The trip was uneventful as all were too busy enjoying the ride to think of anything else. At 6 p.m. we rolled into camp dusty, tired and very hungry, and mighty glad to get on smooth ground after the jogging coming up. The first thing we heard at camp on arriving, was, "Who's got a match?"

It did not take long to get the dirt and dust washed off and get in to dinner, and, believe me, Mrs. Worley sure had a fine feed ready for us, which I can assure you we all put away without much talking. We can never thank Mr. and Mrs. Worley and Jim, the chef, enough for the wonderful meals given us while there. After supper was over, while Mr. Moyer was getting out his conglomeration of junk, and "Grif" and Reinmuth were tuning up their jazzerenos, "Ivory" was kidding the crowd in general and getting the bunch in a good natured mood. At 8:00 p.m. from the distance came the angelic strains of "Sweet Adeline,"

accompanied by the purr of a racing motor car, and "Blowpipe" Cammick, with his sawyer and blowers, arrived on the scene with "When do we eat?" If any of you have been on a trip when Cammick was in the crowd, you will know that his only thought is "When do we eat?" and it is so strong in his mind that he asked Mrs. Worley at every meal, "What time do we eat again?" While he and his crowd were putting away a ton or two of "eats," the early arrivals of the jazz-bows started the high jinks going and to make it worse (that is, for the cook) Cammick and his bunch danced in the dining room between mouthfuls, until "Ivory" got wise. The fun soon began and until eleven p.m. the feet were kept busy to the irresistible numbers played by the gang. At eleven o'clock the firing ceased and those present left to associate themselves with that good fairy—Sleep. But wait, I shouldn't say ALL, as it is known that "Pigskin" was seen about 1:30 a.m. Sunday morning leisurely walking down the trail from Strawberry Peak—no, he was not alone; for from it. But there is a sad part to every story, and this is no exception to the rule. No, "Grif" didn't lose his pipe or want a match, it was far worse than that. "Pigskin" had just got into bed when he heard someone talking and walking around his tent. On investigating he discovered "Grif" looking all over the camp for a place to sleep, and with his face all cut and bleeding. When questioned, his story went like this: Two young ladies who were present at the dance had to be escorted home, and, always willing to be of assistance (to the ladies) "Grif" offered to act as said escort. During the journey the party got lost, and after some difficulty finally found the way home. "Grif" is supposed to have marred his manly beauty crawling through the underbrush, playing hero, as we have our doubts, of course, and anyone wanting a more explicit account of this thrilling adventure, must ask "Grif." To make a long story short, his blankets and pipe had been left in the hall and securely locked in by Brother Worley, and "Grif" just as securely locked out. Moyer took pity on the poor fellow and gave him shelter for the night.

After breakfast on Sunday morning everybody was so full of pep that the orchestra, with Miss Le Blanc at the piano, tore off a number of dances. After "Ivory" finished his morning repast he took possession of the baby grand, and for some reason everyone noticed that the drums were strangely silent, and the drummer's feet were making up for lost time, accompanied by a certain fair one among those present.

At 11:30 the bunch started for the lake, all walking but Cammick, and his cushion warmers. At the lake, after a number of kodak pictures had been taken, "Ivory" took the crowd on the motor boat around the lake, a beautiful trip and well worth taking, and the whole crowd thoroughly en-

joyed it. "Grif" tried to spoil the party by his incessant demand for matches, and finally, after using unlimited numbers, got his pipe lit and was happy. The party split up after landing, "Ivory" seeking the depth of the lake for the elusive trout, the Cammick gang for a swim, Moyer and Miss LeBlanc following their usual hobby, hunting the best location for good pictures, while the Reinmuths strolled around looking over the Little Bear resort, and the only sad one, "Grif," chasing his usual hobby—a match to light his ever-present pipe. At 2:30 some of the gang beat it back to camp, and a tub. Later the quiet restfulness was broken up with "Sweet Adeline" and Cammick's voice, a half mile away—"When do we eat?" Behind him, "Ivory" with a big string of fish he could not land. We never should doubt a fisherman's word, but we would like to question again the size of the fish that "Ivory" claimed he got to the top of the water and then lost. Knowing "Ivory's" reputation as a fisherman, we can feel sorry that he lost his good catch.

At seven p.m. things were made ready and the homeward trip began, much to everyone's regret. The orchestra has never enjoyed any of the trips to the camp as much as this one, and we all join in thanking, especially Mr. Stuart, for making the trip possible. If anyone wants a real, big, live fun maker, and one that knows how to make a trip a real success, we advise you to get Mr. Stuart to plan it and especially to go along—for he sure knows how to deliver the goods.

There was not one of the bunch that wanted to leave the camp with its wonderful resources for a good rest and plenty of fun. At San Bernardino the bunch raided the bar and washed down the dust with his or her favorite drink, and left on the 10:05 p.m. car for Los Angeles, worn out, tired and happy, feeling that they can look forward to one bright thing next year, and that is the trip to camp. The party landed in Los Angeles at 12:10 a. m. with that old familiar sound ringing in their ears—"Hey, gimme a match!"

ONE OF 'EM.

APPRECIATED COMPLIMENT

A sizeable booklet might be written in eulogy of the street car employes of Pasadena, whose attitude at once impresses those recently escaped from large centers of population. In the latter places it seems to make motorman and conductor angry if you want to get on their cars, and still angrier if you want to get off. In either event you feel incriminated; humbly accept whatever abuse is deemed your sentence. Here you are treated as though those in charge of the car were willing you should get on and off without risk to life and limb, whilst motorman and conductor are able and willing to give a stranger explicit directions and local information. Which adds its part to the reasons why one lingers on and on in Pasadena.—Pasadena Star-News.

"JIM" BURLESON

A TRUTHFUL STORY OF, AND A TRIBUTE TO
—A REAL MAN—

In the Stone & Webster Journal for August appears the following true story by H. A. Lemon that carries a message to all men who serve. The title of the article is "What is Service?" The answer to the question was given by "Jim" Burleson.
—Editor

PERFECT service is electric energy always available without interruption at a constant standard voltage. From El Paso we operate a street car line into Juarez, a little city just across the Rio Grande in Mexico. About ten years ago relations between the two countries were somewhat strained. Our army had dropped a few shells into the Mexican city, and if there were any Mexicans who were lying awake nights consumed with love for their American cousins, they very effectually concealed that passion.

Operating our street cars across the two international bridges was attended with difficulty—with adventure; in fact, our cars had a way of losing their windows on the journey, and our conductors of coming back without any cash, but plenty of torn clothes and black eyes and explanations. There were reasons why we determined to keep going, and selecting car crews was quite an important task.

Employed on the El Paso lines was a conductor named Jim Burleson. Burleson hadn't attracted any particular attention. He was just an ordinary, quiet, peaceable chap, with a dry sense of kindly humor, who attended strictly to the business of the company and made it his own business. Some one suggested placing Jim on the Mexican line. He took it as all-in-the-day's work.

He didn't know much Spanish, but he learned to say "Gracias Senor" and picked up a few more words, until he could exchange a sentence or two of amiable banter with every frowsy seniorita and dirty Mexican kid who ventured to get on his car. Mexicans and Americans, they all looked alike to Jim, and all received the same kindly treatment. He came home with the cash, with all of his windows intact and with no black eyes, and because he did these things he just dropped out of sight, as it were. No one paid any attention to him. He didn't figure in the day's news one way or the other.

And then one day Jim Burleson contracted pneumonia. Forty-eight hours later he was dead. The newspapers of El Paso recorded Jim's passing away in a four-line conventional notice. He had lived and he died in a little shack near the carhouse and was without surviving relatives to arrange the details of the last ceremonies. A group of his fellow employes got together and appointed themselves pallbearers. They went even further and engaged a carriage to convey the minister to the cemetery.

At the appointed hour the funeral started, but in some respects not quite according to the original conception. Instead of merely a few of his fellow workmen and the carriage containing the minister, there appeared upon the scene and in the procession the old, gray-haired, gray-bearded Mayor of Juarez, who had sworn never again to set foot on American soil; his City Councilmen, a delegation of Mexican customs officials, a group of other Mexican federal officials, and a little escort of Mexican soldiers (in civilian clothes because of the strained relations and because of the international law). And there also was the Mayor of El Paso and his fellow members of the City Council, representatives of the United States Customs Service, and unofficial representation of officers and soldiers from Fort Bliss, and carriage after carriage filled with the substantial citizenry of the bustling Texas city. And even this was not all. There was over a half mile of Mexican people on foot and in rented, broken-down dilapidated carriages, who, for the time being, had set aside their hatred of the gringo. Among them were the school teachers and mothers of Mexican children, and, perhaps, greatest tribute of all, three huge wagon-loads of dirty, ragged, unkept Mexican school children themselves.

Every school in Juarez was closed the entire day of Jim Burleson's funeral; every business house was closed that afternoon, and in the little old church for which Juarez is far-famed throngs of worshippers crowded in from morning until away late in the night, offering prayers for the repose of the soul of a man who didn't measure service with a voltmeter.

What is service?

PLAIN SAILING

Visitor: I would like to get you to teach me to sail a boat.

Boatman: Sail a boat! Why, it's easy as swimmin'. Jest grasp the main sheet with one hand, an the tiller with the other, an' if a squall strikes, ease up or bring 'er to, an' loose the halyards, but look out for the gaff an' boom, or the hull thing'll be in the water, an' ye'll be upset; but if the wind is steady y'r all right, onless y'r too slow in luffin', 'cause then ye'll be upset sure. Jump right in an' try it; but, remember, whatever ye do, don't gibe!—Pearson's Weekly (London).

AND SILENCE ENSUED

A meddlesome woman, riding in a trolley car began sneering at a young mother's awkwardness in holding a fretting baby.

"I declare," she snorted, "a woman ought never to have a baby until she knows how to hold it."

"Nor a tongue, either," calmly responded the worried young mother.

SAFEST PLAN

"Robert! Robert! Here's another car rounding the corner. How shall I steer?"

"Try to hit it, mother; try to hit it!"—Boston Transcript.

MOVIE PROGRAM

Following is the list of the motion picture events scheduled for the Club from October 14th to November 11th:

October 14th—Main feature—Dorothy Gish in "The Ghost in the Garret"

Woo-O-O-O-O-oo! The house was haunted! 'Twas the "rondyvoo" of murderous cut-throats, guarding pilfered pearls worth \$80,000.98. And Delsie O'Dell, accused of their theft, was out to recover the "jools."

With her parrot that swore in three ovtaves, and a bulldog bred of a tractor truck and original sin— She'll shake your spine with shivers and double you up with fun.

Mack Sennett Comedy—"Gee Whiz."

Burton Holmes Travel Picture—"Rubbering In Selangar."

October 21st—Main feature—Betty Compson in "At The End of the World."

All the men she had ever known were the guzzling, gambling rabble that drifted through her father's den in Shanghai. And when she was left the prey of three who loved her—a wandering writer, a sailor and thief—

Come see the rivals' primitive struggle that ended—how?

A melodramatic film sensation of underworld, wreck and glorious regeneration. Suffused with the lure of the sea, and the Unknown East.

Cast includes Milton Sills, Mitchell Lewis, Casson Ferguson and Joseph Kilgour.

Mack Sennett Comedy—"Dabbling In art"—Featuring Marie Prevost, Harriett Hamond, Geogre O'Hara and Jack Richardson.

October 28th—

Engagement Extraordinary
Special Attraction

Main feature—Geogre Melford in "The Great Impersonation."

The story of a double impersonation taat will enthrall, mystify, surprise and startle you! One of the most absorbing tales of love and adventure ever woven into drama. With a supporting cast including Ann Forrest, Alan Hale, Fontaine La Rue, Winter Hall and Truly Shattuck.

"Boob" by Tom McNamara.

"Do You Believe in Signs"—Cartoon by Earl Hurd.

November 4th—Main Feature—Gloria Swanson in "The Great Moment."

Behind-the-scenes life in official Washington! Barbaric revels in Russia! Social intrigues in England! Tingling Escapades in the mountains of the West! All bound together with a golden thread of gypsy love.

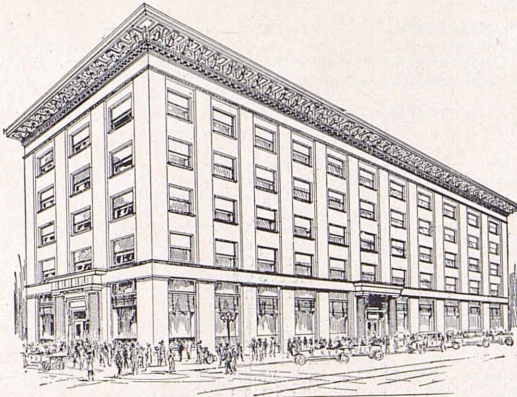
Glittering Gloria's first big starring picture, blazing with romance and luxury.

Paramount Magazine—Pictionary "Don't" by Tom McNamara "Are You Married"—Cartoon by Frank Bailey.

November 11th—Main feature—Thomas Meighan in "Cappy Ricks."

Sinking Fast!—And glad of it! In to a bottomless ocean of love and stormy adventure. A romance as salt as Davy Jones, as full of thrills as a

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FIRST AND PINE STREETS

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For over a quarter of a century the name "Associated" on Petroleum Products has been synonymous with highest quality.

hurrican, and rippling all over with fun. All Aboard for a cruise from 'Frisco into Southern Seas! Through glorious fights and stirring rescues! With Youth at the helm and the Port of Lover's Dreams at last!

Paramount Magazine—Pictionary "Advice" by Tom McNamara "Her Crowning Glory." Cartoon by Fred Moser.

Burton Holmes Travel Picture—"The Land of Pardons."

TO FIGURE LIGHT YOU USE

Maybe you've been wondering how much it costs an hour to burn that light in the dining-room or kitchen or hall. It's a very simple matter to figure it out. Here is how it's done:

Let's take a 50-watt tungsten lamp. You can tell whether it is a 40, 50 or 60-watt by looking at the label on it. Now, a 50-watt lamp will naturally use 50 "watt hours" in one hour. But as the rate is 6 cents a kilowatt hour—a kilowatt hour is just one thousand

watt hours—you have to divide this 50 watt hours by 1000. The result then is:

50-1000 or 1-20 multiplied by 6c. equals 6-20c.

Therefore your 50-watt lamp costs you practically one-third of a cent an hour. If your rate is other than 6 cents, multiply 1-20th by whatever it is.

Suppose you have your room lighted by a 25-watt, a 40-watt and two 60-watt lamps. Then add these all together, total 185 watts, divide by 1000 and multiply by your rate.

Tungsten lamps give you one candlepower per watt. A 60-watt lamp gives 60 candlepower when new. Of course, it deteriorates with age. Nitrogen-filled tungsten lamps give about 100 candlepower in the 75-watt size and about 135 candlepower in the 100-watt size. You save current by using nitrogen lamps. Old carbon lamps are current wasters. The 16-candlepower lamp takes nearly 60 watts and gives one-third the light.

"HOW PUBLIC OPINION CAN RESTORE RAILROAD CREDIT AND PUBLIC PROSPERITY"

Address of WILLIAM SPROULE, President Southern Pacific Company, before American Bankers Association, October 5th.

TO begin with I believe public opinion will do more than either railroad men or bankers can do to bring about that improvement in conditions which is the need of the time.

The problem is first how to reach the people so that the public may be correctly informed and next, what are the topics upon which the people should be informed that public opinion may move in the desired direction.

By the public I mean the average man, the man in the street. He desires to know about our business, but he is accustomed to deal in easy and familiar terms, and unless the facts are presented to him in that form which attracts his attention, and which he can understand without serious mental effort on his part, our efforts to inform him fail.

I have heard doubts expressed about the public being fair, and yet I have an abiding faith that if we can get before the people the basic facts of our business, its principles and practice, they will endeavor to do the wise thing, and they are very apt to do the direct and wholesome thing. If we can but get the public to understand our difficulties they will help us.

The public needs to understand the banking business better than they do. Hence the banks have gone into the business of publicity. The people need to understand the railroads better than they do, and we need the help of the bankers to put the case of the railroads before the people as something important to every financial institution.

With this object in view I would invite your attention afresh to a few factors in the railroad situation that must be of interest to everybody who desires an understanding of the situation in which the largest single interest in this country finds itself. That interest it is needless to tell you is the railroad.

First, the public should understand that the railroad funding bill now before congress should pass. But the force of public opinion behind it is needed to have it passed. The public have the notion that it is some kind of a gift to the railroads, a gift of \$500,000,000. Instead of which there is no gift about it. It does not propose to give the railroads a single dollar. The fact is that during the time of war the government had the railroads and ran them. The government made large capital expenditures for improvements and the railroad companies had neither the railroads nor the money with which to make the improvements.

The railroads are simply asking that the debts be funded as any other public debt would be, so that the payment of the debts may be extended over a period of time upon an interest basis. When the government made the expenditures the amounts were charged up to the railroads, with the intention that these sums should be deducted from the standard return guaranteed to the railroads for the war period. But not only are the railroads not in position to pay these amounts at this time, but the situation is worse than that. For most of the railroads, including most of the great railroad systems of the country, have not so far been able to collect any of the money due them from the government for the guaranty period.

All the railroad companies got out of the federal period, is, first, a load of debt because of capital expenditures incurred by the government; secondly, the promise of a guaranteed return, which promise in large part remains unfulfilled and the railroads are without the money; and thirdly, they were left with a huge labor bill, so huge as to be to the present day a burden upon transportation that is only partly borne by increases in freights and fares, and although but partly borne, is causing keen criticism from the people who pay those freights and fares.

Very few realize what those burdens

are. I have seen it stated in print by well informed men of affairs that the trouble is with the Adamson Act. That is only partly true. The trouble began with the Adamson Act, which foisted the eight-hour-day theory upon the railroads and the contagion of it has since spread into most other industries. But the Adamson Act did increase the railroad labor bill by some \$271,000,000 in 1917 over the year previous.

The war period, however, carried the railroads along into 1920 and the United States railroad administration during the brief period of four years raised wages from \$271,000,000, increase in 1917, to more than eight times \$271,000,000 or \$2,230,000,000 in 1920. This vast increase in payrolls does not represent increase in the public service. No, indeed, it represents 152 per cent increase in railroad operating expenses to gain not quite 8 per cent more hours of service.

At the same time the railroads are weighted down with these difficulties the burden of taxation has also grown, and in the increases of taxes you can all depend upon it that the railroads have not been spared. In every way in which it has been possible to increase taxation upon the railroads it has been done.

While contending with all this, an important part of the money gathered in taxes from the railroads has been turned into channels of competition with the railroads.

The trans-continental roads are in the hopeless fix of competing with United States Shipping Board vessels which do business between ports of this country at a loss and for those losses the railroads have been taxed.

The roads were taxed to help build the ships in the first place and are now being taxed to continue their operation at a loss in the second place. These high costs of shipping enter into the railroad difficulties and are part of the increased freights and fares the people have to bear.

Nor is the competition by ship all the competition the railroads have to face. The cities and counties have in the past few years built highways of hard foundation and smooth surface largely paid for by taxation of the railroads. Among these highways ply motor buses often holding as many as 30 people, and motor trucks ply in trains of two and three cars big as railroad freight cars and each designed to carry several tons.

The railroads were taxed to build these highways and are being taxed to maintain them. In the meantime the highways are being broken down. Built as highways of easy communication for all the people, they have been perverted into highways of transportation for hire and have become in fact free highways for the carriers of freight and passengers, while the steam railroads must still stick to their own right of way and pay heavy taxes for the privilege of doing business over road beds of their own construction. Now that the highways are being smashed to pieces under the pounding of these ponderous vehicles the great body of people who desire to enjoy these highways are beginning to sit up and inquire where they get off; and the answer is more taxes, both for the people and for the railroads. The new slogan is build the road to carry the load, and if these people have their say who do their business over these roads for hire, they will build a road that will cause the people of this country to carry a load of taxes under which they will stagger and fret for many a day. They will first have to build a taxpayer who can carry the load.

Thus are combined against the railroads war time wages, war time taxes and increased competition by ship and highway for which also the railroads are taxed, until in 1920 taxes alone

against the railroads amounted to \$279,000,000, whereas the return on the capital invested in the railroads amounted in that year to only \$62,000,000. Think of it, \$279,000,000 in taxes against \$62,000,000 in return on the money in the business; four and one-half times as much for taxes.

Allow me to turn to another aspect of the labor question. You will recall that the president and congress were scared into the Adamson Act in 1916. Now let us see what has happened. 1920 was the last year of government control of operations. The roads were turned back to their owners in 1920. In that calendar year the wages paid by the railroads in this country exceeded in amount the total gross earnings of the railroads in 1916.

I repeat that the railroads of the country, familiarly known as class one, paid out in 1920 for wages alone a sum greater than all the money they took into their treasuries as gross earnings from operation in 1916. In other words, if the railroads in 1920 paid no taxes, no rentals, no interest and no dividends, paid for no fuel or material or supplies, paid no claims and no insurance, if they paid in 1920 nothing whatever but wages, the wages they thus paid in 1920 were more than their total gross earnings from operations in 1916. Their gross earnings in 1916 were \$3,381,000,000. The wages they paid in 1920 were \$3,698,000,000, an excess of \$317,000,000.

I submit to you that with the railroads in this fix it is idle to talk of remedy by reductions in rates. The fact is we are face to face with the cumulative effect of the Adamson Act and the acts of the United States Railroad Administration in all their bearings, including the so-called "National Agreements" to which the railroads never agreed and in which the railroads had no voice whatever. The "National Agreements" were war mandates from the director general to the federal managers.

We have to address ourselves to these cumulative results and happily if the public be fully informed public opinion will bring about the remedy that is necessary.

The Adamson Act is still on the statute book, but let me tell you that the Adamson Act has been superseded for all practical purposes by the Transportation Act of 1920. The rate adjustments and so-called "National Agreements" all are superseded by the authority granted under the Transportation Act of 1920 to the United States Railroad Labor Board.

That board is today the national government to all intents and purposes in dealing with disputes between railroad employes and employers regarding wages and working conditions.

Today the Adamson Act is in effect, the acts of the United States Railroad Administration are in effect as to wages, only to the extent that the United States Railroad Labor Board elects to keep them in effect by their own rulings. So long as they retain them in effect by their own rulings, the burden will be borne by the railroads and by the public, and to whatever extent the board releases the railroads from these burdens to that extent only will relief be forthcoming. The relief so far obtained has only been fractional, and the board still has the subject under consideration.

Meanwhile, discussions are going on in the public prints as if the labor board decisions on wages and working conditions were to be respected at the whim of the parties interested or to be thrown out the window if unsuited to their purposes. But that is not the status of the United States Railroad Labor Board. When the board speaks it speaks as the voice of the public. It is composed of three parts. Three members represent the carriers, three represent the railroad employes and three are selected to represent the public. The president names all nine, but at least one of the public three has to concur in any decision handed down, and the sooner we get to a knowledge of the fact that the railroad labor board is the voice of the government, and represents the public at large, the less misunderstanding will there be as

to where we stand. But it takes the support of the public to let the labor board know when they do speak for the public. If the public will but realize that the labor board represents them and that the decisions on wages affect not only the railroads directly, but indirectly the rates of wages everywhere, the public will take more interest in being properly informed, and in adequately informing the labor board upon pending questions. The war is over, but the "thunders of the captains and the shouting" are still heard, and if the general public are not careful the labor board may mistake those noises for the voice of the people.

Hence the view that it is public opinion which will bring about a restoration of such normal conditions as will serve to restore credit, and this restoration will go far to restore public prosperity. There never has been prosperity when the railroads were prostrate. The railroads are an integral part of the national life.

They are so large a factor in the finances of the nation, and in the incomes of the people, and in the insurance and savings of the people, that it is impossible for the nation to be prosperous when the railroads are prostrate. But unless those concerned in these subjects make it their business to inform the public so that the man in the street, and the woman too, will have sound information on these grave questions the present uncertainties may continue.

Finally, when the necessary adjustments are made in the railroad world, including wages paid only for work done; when the excess profit taxes and the pernicious sur-taxes on personal incomes are disposed of in the way the secretary of the treasury recommends; when our import and export tariffs are fixed on a basis under which foreign nations can buy from us and we can sell to them; when the absurdity is abandoned of running ships at a loss and taxing us for the losses; when the absurdity becomes manifest of building highways for competing carriers to use free as against invested money of the hundreds of thousands of citizens who have put their money in good faith into the railroads; when the government pays the railroads in good faith the money it owes them; only then will this country be in position to start on a new career of business expansion and industrial development. Business cannot move until the way has been cleared for it, for business is the life blood of the nation and it must have free flow if the nation is to be healthy.

There is nothing wrong with the nation as a basic question. Let's get rid of the confusion and the wastes. Above all let us get rid of our prejudices. Let us stop trying to punish success and again give every man an opportunity to go forward. In this young nation there is room for every gradation of talent, and supremely is there room for the constructive genius of such men as have in the past decades done so much for the progress of this great country.

The hysteria of the war served its purpose, but the war is over. Let us now as a nation return to sound principles. Let us take measures to revive the enthusiasm of the men of business. Without that enthusiasm little can be done. Let us make room for more of the play of individual initiative and allow success the rewards of merit. Let us rekindle ambition in young and old. Let all know that we are not in any new found world, but back in the same old world, with the same old duties and the same old incentives for doing them. Let us help, too, in forming a sound public opinion founded on correct and diffused information, relying upon well informed public opinion to aid in bringing about those improved conditions which will advance every public interest, and of those interests the railroad are an inevitable part.

To conclude, in public matters public opinion is the only great moral force in this country and if we will do our part, as the public expect us to do, in forming that public opinion, remedy will result and all will prosper together."

CONDENSED STATEMENT

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES

AS MADE TO THE COMPTROLLER OF THE CURRENCY
AT CLOSE OF BUSINESS

SEPT. 6, 1921

ASSETS

Loans and Discounts	\$22,205,494.69	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness...	2,238,265.37	
Other Bonds, Stocks and Securities	1,037,469.55	
Bank Premises	451,695.64	
Customers' Liability on Letters of Credit	225,265.21	
Customers' Liability on Account of Acceptances	27,320.71	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	99,645.73	
Cash on Hand	\$1,994,408.70	
Due from Federal Reserve Bank of S. F. ...	1,970,625.94	
Due from Banks	2,386,076.86	6,351,111.50
		\$34,211,268.40

LIABILITIES

Capital Stock Paid in	\$1,500,000.00	
Surplus	1,000,000.00	
Undivided Profits	1,347,676.48	3,847,676.48
Reserved for Taxes		13,099.40
Reserved for Interest		55,781.78
Unearned Discount		20,644.39
U. S. Government Securities borrowed		881,000.00
Letters of Credit		238,230.63
Acceptances Based on Imports		27,320.71
National Bank Notes Outstanding		1,434,700.00
Bills Payable with Federal Reserve Bank		150,000.00
Rediscounts with Federal Reserve Bank		800,000.00
DEPOSITS		26,742,815.01
		\$34,211,268.40

I. V. H. Rossetti, 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) V. H. ROSSETTI, Secretary.

Correct, Attest: John E. Jardine, H. F. Stewart, C. A. Ducommun.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do a Trust Business.

OFFICERS

	J. A. GRAVES, President	
T. E. NEWLIN	Vice-President	J. M. HUTCHISON Asst. Cashier
H. F. STEWART	Vice-President	A. E. ELLIOTT Asst. Cashier
V. H. ROSSETTI	Vice-President-Cashier	G. H. NAEGELE Asst. Cashier

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