



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL. SEPTEMBER 10, 1921

No. 4

PORTENT OF "THE DES MOINES CASE"

During the past month, in the middle west city of Des Moines, a population of 126,000 persons have been in the throes of transportation turmoil and as yet a solution has not been found to the situation.

The break down of transportation in the Iowa city occurred on August 2nd, when Federal Judge Martin A. Wade ordered a cessation of operation of the Des Moines City street cars, pending foreclosure procedure.

Difficulties of the Des Moines Railway were the primarily to a 25-year franchise granted by the city in October, 1915, which succeeded a franchise of January, 1868, and the new franchise of 1915 surprisingly provided that:

"The maximum rate of fare for a single continuous ride within the limits of the city in one direction over any route of the company during the life of this franchise shall be 5 cents in cash. The company, in at least twenty-five convenient places within the city, shall sell to any person applying therefor six tickets for 25 cents. The fare for children under twelve years of age shall be 2½ cents. On the payment of a 5-cent cash fare, the conductor will give the child a ticket which will be accepted as fare for another ride if presented by a child under twelve years of age. High school pupils on their way to and from school on actual school days between the hours of 7:30 a. m., and 4:30 p. m., shall be carried on tickets . . . sold in books at the rate of twenty for 50 cents."

The franchise also provides that universal free transfer shall be issued, and a transfer upon a transfer. The company agreed to expend \$1,500,000 for reconstruction, rehabilitation, new lines and extension, according to a specified itemization contained in the franchise, within a period of three years.

The Des Moines Company have been accused of not complying with all of the terms of the franchise; but, notwithstanding the accusation, it is a fact that the company has jeopardized its financial strength in attempting to carry out its promises. Instead of expending \$1,500,000 in the first three years of the franchise for rehabilitation, extensions, etc., as agreed, it actually spent \$2,427,000, although failing to carry out the full program of extension and new lines by an amount approximately \$400,000.

War conditions ensuing since the granting of the franchise prohibited the Des Moines Company as it has

other electric properties throughout the United States from making improvements, betterments and extensions and because of the enormous increases in cost of operation without sufficient increases in revenue to offset, has prevented any of them from making net return and the very large majority of even making fixed charges; and in the Des Moines case, inability to obtain any relief from the franchise provision from the City Council, who, for reasons of "politics only" turned a deaf ear to the plea resulted in the crash of August 3rd.

From time to time, since 1915, the Des Moines Railway have besought the City Council for relief, but each time political expediency said "no."

The owners of the railway property in the city of Des Moines presented truthful statements of their condition and used every means within its power to convince the Council of its dire need, but the political ear was deaf.

The railway was thrown into the hands of a receiver who, by curtailing service, selling a part of the cars and endeavoring by rigid economies to save the company until such time as the financial situation might change was without avail and the appeals of the receiver to the council were denied and the ultimate came in the order of the Federal Judge suspending operations.

As the cars of the Des Moines Railway rolled into the barn, jitney buses that had been the fungus growth, drawing their life from the Des Moines Railway, increased in number and ranged from dump wagons, with cross-board seats to the patrol wagons of the city, converted into carriers in an effort to serve transportation needs; but that they have not been and are not effective to meet the "situation" is demonstrated by the fact that the State Fair Association of Des Moines have pleaded with the Railway Co., to restore service during the Fair and have agreed to guarantee against any deficit accruing to the Railway from the operation.

Now that the Railway Company has been brought to its knees and administered the count of ten by the politicians, after having been "sapped" to death by jitney competition, what "situation" do we find:

Immediately an application for bus service franchise is made by the Fay Auto Co., to render service to the City of Des Moines, but under what conditions? We find that, having removed the Railway from the field, it is not by any means content to subsist upon

the same privileges previously granted the railway for, while it proposes a fare of 5c, it requires an additional charge of 2c for transfers, making a total fare of 7c, a thing that the City Council of Des Moines would not listen to from the Railway.

In the Des Moines case is uncovered to public view what may be reasonably anticipated and expected in other cities of the United States unless relief from political domination and regulations "for politics only" are speedily eliminated; for it is revealed in the Des Moines case, that as soon as the railways have been rendered helpless by the insidious "sapping" of jitney carriers, fostered and abetted by political expediency, then greater demands will be made upon the public by the carrier that succeeds the railways.

In the Des Moines case is seen the railway hampered by its franchise requirements, "sapped" by the jitney element, of its needed finances, and the political element complacently watching the extermination of the rail interest; and, at the proper moment the entry of the organized bus syndicate demanding rights denied the late railway.

The Des Moines "situation" is not restricted to Des Moines. It is to be found in other parts of the country and in practically every case may be found an absolute conclusion that ultimately (and not far distant) the electric transportation lines that have, by performance, established reliability, will be supplanted by the bus carriers and a demand then made by the buses for further subsidy.

The trend of events in the Des Moines case will most surely have its parallel in other sections unless the insidious "sapping" by subsidized bus competition, plus "for politics only" is not soon abated.

The reports of bus companies operated in California clearly indicate this trend in our own state as evidenced by the facts set forth as to what may reasonably be expected. Fourteen bus companies, operating in Southern California, collected in fares during 1920 a total amount of 1,733,646.93. Their expense of operation was \$1,926,801.61 or a net loss reported to be \$193,155.58.

They had "sapped" the railroads of one and three quarter million of revenue and yet had made no money for themselves.

They had impoverished established lines of transportation to this enormous extent and withheld from railway patrons improvements and betterments that would be represented in this great amount. The money, rep-

representing patronage, diverted from its proper channel, would have enabled the Pacific Electric Railway Company for instance, to have earned its way; and largely looms the co-relative fact that for this great loss there is no evidence of any permanency of investment established.

There is "concrete" evidence, however, in the highways of the State that the loss to the people is not reflected in the \$193,155.58 of the bus line losses; that amount must be augmented by many times itself to replace the damage done to these once splendid boulevards now showing patches, corrugations and disintegration and that must be completely replaced by the tax paying public in the not far distant future.

This "sapping" of the railways in our State has been gradually increasing, and "for politics only" has been complacently abetting as is reflected in the subsidization of the bus lines with free highways over which to operate, and to use (and abuse) without adequate or without even what might be termed a compensation return therefor.

It is earnestly to be hoped that out of the dilemma of Des Moines may come an awakening of the public throughout the United States to the astounding unfairness manifested toward the railways.

The Des Moines "situation" is not at all inimical to what may soon be a fact in many cities of the Pacific Coast.

A FISHING PARTY

My good friend George Grace and I decided we must have a fishing trip this summer and that if we could get a week off we would go to Andrews Camp near Bishop in the High Sierras.

Everything turned out O. K. and on the night of July 2nd we left on the S. P. for Bishop. The journey was hot but the trip interesting. We reached Owenyo two hours behind schedule and then found our narrow gauge connecting train was four hours behind time, and that we would have to wait until it was ready to start.

Owenyo is a desert town and not very interesting, the thermometer registered 105 and George was not in a good humor. After criticising the train schedule severely, he wanted to know if I considered this a vacation and said very bitter things against me for taking him away from his comfortable office to swelter in the sun in such a God-forsaken place as was Owenyo. He said there was only one place to beat it and that was Caliente, Calif. I soon, however, got him back to his usual good humor by telling him of the beauties of Andrews Camp and the trout we were going to catch.

We finally reached Bishop and at 7:30 P. M., July 3, secured a machine and driver and started on our seventeen mile hard climb to the camp. We got there safely and received a hearty welcome. I had been to the camp several years before and had a good idea of the fishing places.

Bright and early the next morning, we got out our rods, reels and flies (we carried no salmon eggs, dynamite

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

Passenger Revenues	\$ 1,142,774.05	
Freight and Switching Revenue	340,175.38	
Other Revenue	59,328.34	
Total Railway Operating Income		\$ 1,542,277.77
Total Railway Operating Expenses:		
Wages	\$ 718,847.83	
Other Charges	396,588.15	
Transportation for Investment—Credit	4,228.80	1,111,207.18
Revenue, Less Operating Expenses		\$ 431,070.59
Depreciation	\$ 22,870.59	
Taxes Assignable to Railway Operations	75,370.84	
Total Depreciation and Taxes		98,241.43
Revenue, Less Operating Expenses, Depreciations and Taxes	\$ 332,827.16	
Non-Operating Income		8,157.34
Net Revenue		\$ 340,986.50
Interest on Bonds and Other Debt	\$ 324,821.85	
Rents and Miscellaneous Income Deductions	65,748.83	
Total Deductions		390,570.68
Loss for month	\$ 49,584.18	
H. A. CULLODEN, Auditor		
Los Angeles, California, August 22, 1921.		

or other unsportsmanlike paraphernalia in our kits). Bishop Creek runs near the camp and about half a mile distant is the intake of the Sierra Nevada Power Company, embracing about three acres. This used to be a good spot and we decided to try our luck there. We had to use rubber boots as the water is icy cold and it is dangerous to go in without them. We had not much success for the first hour and I was commencing to think the fish had all gone when I heard a tremendous splashing in George's direction. I looked around and saw he had hooked something good as the rod was bent double. I waded over to see if I could be of any assistance and was curtly told to keep away, that I would scare the fish if I came any closer. I left him alone and in a few minutes he landed a nice 13-inch fish, and got two more before I had a rise.

I thought perhaps George had been using salmon eggs but I could not catch him at it and he denied that he had used anything but the flies.

After trying half a dozen different flies, I finally put on a Black Gnat and at the first cast rose something. I struck, and in a moment things commenced to happen. The fish ran straight from me and my little two and one-quarter rod could not check him so I had to let him run. I finally got him stopped, but it was ten minutes before I had him sufficiently exhausted to land him. He was a fine Brook trout 17 inches long.

We fished until about 3:00 P. M. and each got the limit in weight but not in numbers. I had eleven trout which weighed ten pounds, and George about the same. The fish ran from eleven inches to seventeen inches.

We fished in all the surrounding streams and had very good luck most of the time, but the intake proved the best for the larger fish. On the last day we fished from early morn-

until the sun went down and just managed to get the limit each. We shipped some of these to Los Angeles.

There are several varieties of fish in these waters, Rainbow, Brook and Loch Levin and some others. The Rainbow always jump from the water sometimes two or three times when hooked, and next to the Brook is the gamest fish that swims.

One day I hooked one of these, the biggest I got, 17½ inches. He jumped twice from the water and then went straight out in the river. When he had nearly all my line, he suddenly turned and came straight for me, ran between my legs and around one of my rubbers boots, anchoring himself. I reached down and slipped the landing net under him.

Another day, I hooked a fish and he gave me the hardest fight of any I caught on the trip. It seemed I could not bring this fish in, and after playing him for about ten minutes he seemed about as fresh as ever. I finally got him so that he gave ground a little and I shouted to George to come and net him as I was sure he was a whale. When we got so that we could see him, he proved to be a Brook trout twelve inches long and was hooked in the back. He had missed the fly and when I struck I had placed the hook in his back. He certainly was a game fish.

George was very amiable during the trip except on certain occasions in the early morning when some man would awake him by trying to start a cold Ford engine. He had a few remarks to make about Henry Ford and his machine which I do not care to put in print.

I cannot remember that I have ever had a more enjoyable trip and we both left for home feeling fine and fit after our holiday.

W. J. SCOTT.

TRANSPORTATION DEPARTMENT NEWS

A trailer conductor who is always on the rear end said the other day, "I wish I could trade places with that motorman for one trip. He wouldn't whip us around the curves so fast again." Some motormen do forget the cars behind when pulling around curves which makes it hard for the passengers as well as the trailer conductor.

Trolley troubles are not so frequent as they were a few months ago. One reason is that crews are reporting such troubles to the dispatchers. Whenever a trolley comes off take a look at the overhead and if anything doesn't look right let the dispatcher know about it at once so it can be reported to the linemen and fixed up quickly.

A fine letter of commendation came in recently because a conductor had been courteous in assisting an old colored woman off his car. It is easy to be polite to a lovely young flapper, but a real test of the gentleman is his attitude toward those whom he considers socially inferior. If this connection, have you noticed what a large number of negroes, Mexicans and other foreigners are riding lately. They are all helping to pay our salaries.

How many of us know how to receive criticism and disarm the critic? Here is a hint that may help in time of stress or distress. The simple words, "I'm sorry."—no alibi, no sharp reply, no back-talk—will do more to settle on the spot the difficulty, whether you are in the right or in the wrong, than anything else. When a passenger has been carried by his stop and is peeved about it, "I'm sorry" will quiet his complaint and have the conductor master of the situation. Sometimes through accident a circuit is broken on the telephone. "I'm sorry" is better from the operator than a rush of ready retort. Try it the next time you meet a man with a grievance.

SOUTHERN TROLLEYGRAMS F. J. Oriva

Motorman G. Grosberg is on a 30 day layoff to rest and visit relatives.

Boys have you ever noticed Motorman M. Moad in his "knock 'em dead shirt."

Motorman C. Cooke bumped K. J. Bordelon on run No. 32 Redondo Beach line.

Dispatcher L. Covell spent his vacation at the P. E. Camp. He said he had a fine time.

Motorman T. Clifford says he would work a Watts run before he would go up in an Airplane. Safety First Tom.

Boys get on the job and try to get back in first place in coasting as we

held it a long time. Show the other divisions that we still can get in the first place and stay there.

The P. E. Picnic at Redondo Beach sure was a grand success. Everyone had a fine time especially the children.

We noticed Conductor B. B. Wolfe looking around Fullerton for a Bungalow. Congratulations

Conductor J. S. (Toby) Lord has gone to San Francisco to visit relatives and bring his wife and girl home.

Conductor R. G. Kerwin says he heard of flying machines but he did not know there were such an animal as a flying fish.

We noticed our well known Assistant Train-master C. Bowers riding around in an Elgin—not watch, but an Elgin automobile.

Boys, you often heard of the Big Four. Here they are: J. T. Childs, E. Self, J. J. Chriss, J. Sisk. Aggregate approximately 1000 lbs.

Conductor M. R. Sprague says he don't mind boxing in the ring but he don't like the idea of a rope around the ring as it don't give him a chance to get away.

Motorman W. L. Emery is back on run No. 71 San Pedro after being off about 10 months. He had a serious operation of the stomach and is getting along very nicely.

Roy Spafford and wife, D. Terry, Bert Geisinger, Depot Master Ray, and Road-master Radcliffe and son have gone north on a hunting trip for deer. They will be gone about 30 days.

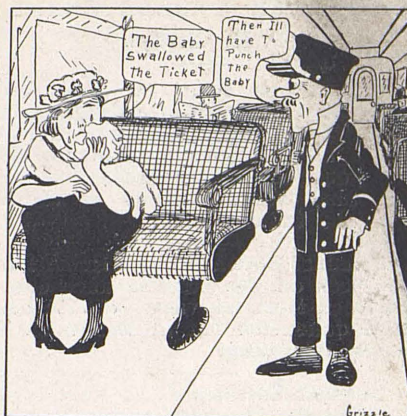
Cyrenius Emmons, father of Charles Emmons, of the Baggage Room, passed away at his home in Long Beach, August 13, 1921, age 68 years. Funeral services were held in Los Angeles Tuesday, August 16. Internment at Odd Fellows Cemetery.

WESTERN DIVISION TROLLEYGRAMS E. C. Brown

Motorman W. N. Black has returned to work after a sick spell. Good luck to you W. N.

They call him "Careful Fitz." Motorman Fitzpatrick deserves it. 8 years without an accident.

Supervisor W. L. Jenks feels proud of his relay team and rightly so. Hill Street Station is now forming a team which will show his team how to run.



Competition is asked so Ocean Park and Los Angeles yards please notice.

Those in charge of the picnic deserve much praise as it was voted by all to have been our best.

Conductor Mulvaney is dying to box at the Club. Come out of it Mul as you will die if you try. E. C. B.

Trainmen are curious to know why Conductor Leahy spends so much time in Sherman when we know that he belongs in Redondo.

Motorman O. B. Edwards of Redondo has purchased a home on Second street, Hermosa, and says a big party will take place soon. Don't forget us O. B.

A large attendance is requested at our next "Get-to-gether" meeting. Subjects of importance to trainmen will be discussed. The date is Tuesday, September 20, P. E. Club, 8 P. M.

Visited Sherman the other day and must congratulate the Sherman boys for the very neat manner in which their trainmen's quarters are kept as well as their own personal appearance.

A large crowd attended the P. E. Club August 16 to see that wonderful lamp made by Motorman A. L. Gentz of Van Nuys line. It is still on exhibition at the Club and all should see it.

Conductor S. J. Burdge is sporting some "glad rags" and a new uniform bought with money which he received from the "lost and found office" which was returned to him after 60 days. No loser having called for purse.

The trainmen of the Western Division read with pleasure Paul Shoup's letter which appeared in the Evening Herald August 24, expressing thanks to all concerned for the wonderful record for operations of trains for the month of June. There being no casualties on the entire system. In return we thank Mr. Shoup for his kind letter and hope we can, by careful operating, read the same about the month of September. Now all together for a no accident month.

NORTHERN TROLLEYGRAMS

P. H. Riordan.

Through an error, we announced last month the birth of a daughter to Cond. Flint's wife. The new arrival was a boy, though only a month old the young conductor spends lots of the time working nights or rather keeps his father awake.

Terminal Foreman F. C. Roberts is has been on the sick list since coming back from his vacation. He has been quite sick but at this time is slowly improving.

Terminal Foreman F. C. Roberts is working the day trick while Tibbetts is off.

Our sympathy is extended to Trainmaster A. P. Smith, on the death of his sister who died suddenly about two weeks ago.

Cond. Ernst also has our sympathy in the loss of his father-in-law, who died on August 31.

The bumping bee has started in Pasadena again. This time caused by change in Trailer Runs.

Motorman Alexander of Macy St. has bumped Motorman Newman from No. 8 Short Line.

K. H. Riordan has gone back to San Berdy. He is now working No. 70.

Cond. G. Fielder is thinking of investing the \$10.00 reward he got for finding a diamond pin.

Cond. Ed. Kohler (Pasadena Financier) says he never knew there were so many paying (?) investments. Hardly a day goes by but what he is tipped off to some new invention. The latest one is a new kind of ink.

Trainmaster W. T. Orr is back to work after an auto trip north.

SURPRISE SIGNAL TESTS

The Surprise Signal Test report for the month of July showed a total of 2540 signal tests as having been made on the system during that month, of which 2532 were respected, and 8 were recorded as failures.

It might be interesting to note some of the failures as a guide for the future and the following is copied from the report:

Failure under Test No. 9, yellow flag, lantern or fusee, occurred on the Oak Knoll line at the Los Angeles Military Academy at 10:40 p. m. July 26, motorman passing burning yellow fusee at speed of 30 to 35 miles per hour. His record has been assessed 3 demerits.

First failure Test No. 16, protection of rear of train by conductor or flagman, occurred at Oneonta Park, Sierra Madre line. Conductor failed to leave his car while train was stopped and held about two minutes, resulting in train not being protected during that time. 20 demerits have been assessed his record.



Second failure under Test No. 16, protection of rear of train by conductor or flagman, occurred at Sierra Park, San Gabriel line, 9:30 P. M. July 30. Conductor was whistled out about 700 feet before train stopped, but failed to leave train until same had stopped completely and walked slowly back to about 75 feet only. His record has been assessed 30 demerits for failing to protect train.

Failure under Test No. 17, speed, occurred around the La Cresta curve on July 15. Motorman operated this train at speed of 25 to 30 miles per hour where the restriction is 15 miles. 3 demerits have been assessed his record.

Failure under Test No. 17, occurred over the Latin crossing, motorman operating his train at speed of 40 miles per hour where the restriction is 20 miles per hour. 3 demerits have been placed against his record for this offense.

Failure under Test No. 17, speed, occurred around Gayland curve, Sawtelle line, July 21, motorman exceeding speed restriction of 20 miles per hour. His record has been assessed 3 demerits for this offense.

Failure under Test No. 18, Railroad Crossings, occurred at Santa Fe crossing, Meridian street, South Pasadena. Conductor failed to properly flag steam railroad crossing. His record has been assessed 5 demerits for this failure.

Failure under Test No. 18, railroad crossings, occurred at the Salt Lake crossing, Long Beach. Conductor, after flagging crossing, boarded the front end of car. 5 demerits have been assessed against his record.

HOW THINGS CHANGE

From the Los Angeles Evening Express of August 23rd is clipped the following from "25 years ago today":

"Paul Shoup, assistant Southern Pacific agent at San Bernardino, has resumed his duties after a vacation passed at Santa Monica."

When we stop to think of it, 25 years is not a long period of time for some men, and in that space of time the former Assistant Agent of the Southern Pacific at San Bernardino has traveled as far as San Francisco, and changed his title to that of Vice President of the Southern Pacific Company and President of the Pacific Electric.

W. R. HART, POST, V. F. S. Western Division Conductor Honored by Veterans of Foreign Service

Veterans of foreign service organized at Sherman by employes of the P. E. honored one of these that did not return from over there.

W. R. Hart, conductor on the Van Nuys line enlisted in the 117th Engineers May, 1917, promoted Sergeant and sent overseas with one of first troops. He was killed in action July, 1918. This is the highest honor that can be paid to any hero. Though he is not with us, his name will live forever.

Sergeant Hart was loved by all who knew him as an employe of the P. E. as well as a soldier. W. R. Hart, Post V. F. S. meets at Sherman on the 2nd and 4th Mondays of each month at Sherman Hall at 8 P. M. sharp. All veterans who have seen foreign service on land or sea are requested to sign up. We should make this one of the strongest posts in California. Let the public see who the P. E. Ry employs.

The following are the officers: Commander, O. L. McKee; Sr. Vice Commander, D. R. Butler; Jr. Vice Commander, G. Culp; Adjutant, H. B. Allard; Quartermaster, I. Iglar; Chaplain, J. O'Neil; Historian, Phillips.

Our Preamble: For God and Country; to uphold and defend the Constitution of the U. S. of America; to maintain law and order; one hundred per cent Americanism.

MY AUTO, "TIS OF THEE"

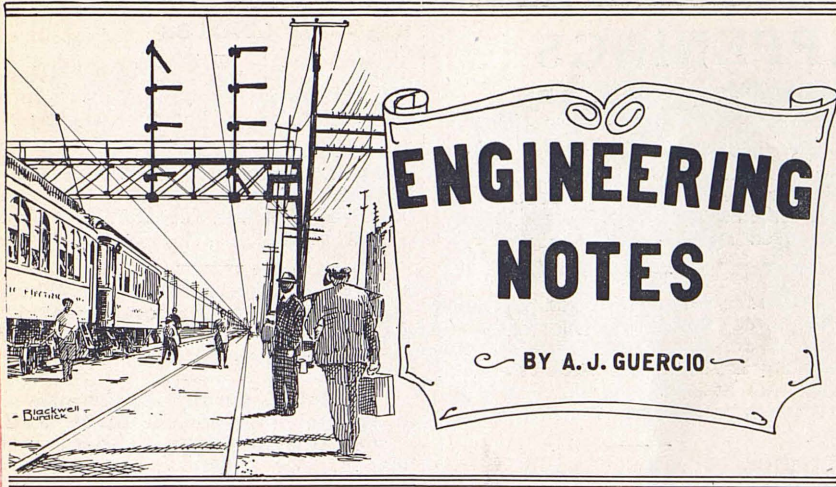
Fluke McFluke

My auto, 'tis of thee, short road to poverty of thee I chant. I blew a pile of dough, on thee three years ago, now you refuse to go, or won't or can't. Through town and countryside you were my joy and pride, a happy day. I loved the gaudy hue, the nice white tires now, but you're down and out for true, in every way. To thee, old rattle-box, came many bumps and knocks, for thee I greive. Badly the top is torn, frayed are the seats and worn, the whooping-cough affects thy horn, I do believe. Thy perfume swells the breeze, while good folks choke and wheeze, as we pass by. I paid for thee a price, 't would buy a mansion twice, now everybody's yelling "ice" —I wonder why. Thy motor has the grips, the spark plug has the pip and woe is thine. I, too, have suffered chills, fatigue and kindred ills, endeavoring to pay my bills, since thou wert mine. Gone is my bank roll now, no more 't would choke the cow, as once before. Yet if I had the mon, so help me, Johann-son, I'd buy a car again and speed some more.—Author Unknown.

Fisherman's Charity.

Gamekeeper: Are you aware this stream is private, and that you are not allowed to take fish from it?

Angler (who has had nothing but nibbles all day): Heavens, man! I'm not taking your fish—I'm feeding them! —London Mail.



ENGINEERING NOTES

BY A. J. GUERCIO

Always tell your troubles to a bachelor: If you pick a married man he'll think you an awful piker when you get through.

We regret very much to hear of Mr. Haggerty's stroke of paralysis, and are all hopeful that we will learn of his speedy recovery.

The P. E. Club and the Mortuary Fund are always open for members and applications can be sent in at any time. Ask the fellow who belongs.

Will wonders never cease? "I discovered that the switch target light was not burning so I stopped, blew out my flagman, lit the light and proceeded."

Dock Shaw challenges all comers to a game of pool. He recently defeated several accountants from the Auditor's office and now thinks he can defeat the eagle-eyed engineers.

Burleigh Manley is doing some wicked work with his shooting iron of late. He is having the bull's eye made smaller so it wont get mussed up so much.

Mr. McClure spent a few days in the Mill Creek Region and reports trout of a goodly size and number. Mac, also brought in a good big healthy rattler which he killed while exploring the wilderness.

Our vacation home in the heart of the San Bernardino mountains is still doing business, and a more enjoyable vacation cannot be had any place. Let's put in our reservations before the season comes to a close.

Jno. Bennett is offering for sale some choice stock in a soft soap factory. New and second hand soap and by-products dealt in exclusively. Jno. also announces some choice pullets have been added to his collection at the Movie Colony at Palms.

Same Florence has just returned from the Lone Pine District and reports plenty of trout waiting with a powerful appetite and plenty of kick. Sam

says the next time he will take solid tires and let them pick up all the nails in the country; changing tires on the desert is awful punishment to a stout man.

S. E. Medland and family have recently returned from a delightful trip to the north, visiting Sacramento, Portland, Seattle and Vancouver, B. C. While in Portland taking in the Columbia River Highway drive. From Vancouver they went to Victoria, B. C., a beautiful city of homes and scenery, thence by Admiral Line Str. to San Francisco and home.

Dwight King, after displaying a perfectly good marriage license, all signed up n' everything, was the recipient of several nice electrical appliances, which will come in handy, especially the long range hot point flat iron. Rolling pins not being listed in Mr. Edison's catalog, this important adjunct of married life was omitted. Congratulations, Dwight!

Mr. H. G. Hawley, a former employee of this department, was a welcome visitor. At present he is in the banking business at Delano. He says it is very comfortable up that way as the boys all go swimming in the town reservoir every evening after work. His royal highness, the ice cream man, looked at the thermometer in the ice house, at the banker's ranch, and reported 112°—some town.

WAREHOUSE NOTES

Chas. Holt is back on the team track from his vacation.

Isidro Tellechea was presented by his wife with a nine pound baby boy August the 3rd.

John Roy, and wife are spending their vacation in Oregon visiting his sister and family.

Andrew Frazier is back from his vacation. He thinks that Tia Juana is the best town to forget troubles.

George Nutsford is on his vacation. We all pray he will get plenty of rest and sleep so that he may come back with a lot of pep.

Andrew Moreno who played 2nd base on the ball team at P. E. picnic was the only member from the freight department.

Dan Page is back from a month's vacation. He claims that Oklahoma is the best State in the Union as he gained weight plus better looks.

If you want to get fat in two weeks time, just ask Jack Neulinger. He will tell you that with ten days in Seal Beach, and two days on Mt. Lowe, will put the flesh on you as it happened to him while out on his vacation.

Samuel Tellechea will leave soon for his vacation to his home town. On his return Samuel hopes to bring us a lion and a bear as he will be hunting all the time. If President Obregon don't see Samuel he will surely return.

Harry Smith met with an accident while painting the roof of his house. As he fell to the ground both arms were badly hurt although they were not broken. We are hoping for Smith's early recovery although we understand that his vacation is spoiled.

Those who saw the tug-of-war at Redondo the 27th of August know that the transportation department had a bunch of good and strong men. By winning from the engineering department, we were left to pull against the electrical department. The latter team, won, and as this is the third time, the beautiful trophy cup becomes their property. The wire pullers have some advantages over others in this pulling game, but if the rules would permit our tying on a 1601 class locomotive the motormen would showed them.

August the 27th the Transportation Department Ball Team went down with the score of two to one in favor of the Engineering Department. We hope better luck next time.

The boys from the warehouse who took part on the tug-of-war at Redondo the 27th last, give their thanks of Mr. F. W. Nichols, who was so kind as to do his best with his team. We will do our very best again next year Mr. Nichols. Paul Umberger and W. L. Minyard were two of the men who took part on the tug-of-war from the freight shed.

When a plumber makes a mistake he charges twice for it.

When a lawyer makes a mistake he has a chance to try the case all over again.

When a carpenter makes a mistake it's just what he expected.

When a doctor makes a mistake he buries it.

When a judge makes a mistake it becomes a law of the land.

When a preached makes a mistake nobody knows the difference,—but,

When an engineer makes a mistake he buries himself.

RESORT HAPPENINGS

By W. A. McCAMMOND

REDONDO BEACH NEWS

Mr. Lou Somers, superintendent of Redondo Beach Resort, after an illness extending over six weeks, is now back on the job, looking his old self again.

Redondo swimmers are making a name for themselves again. Paul Nelson took first place in the 100 yard breast stroke in the big Coast Swim held at Coronado.

The band concerts on Sundays have been well patronized during the season and the various soloists and vaudeville acts which have been put on seem to be very popular with the audiences.

Miss Carol Dempster, who charmed thousands with her clever dancing in the dance pavilion a few seasons ago, has made a wonderful name for herself in the moving picture world. She is now starring for Mr. Griffith in his leading productions.

On Saturday, August the 13, the Fraternal Brotherhood held their Silver Jubilee celebration at Redondo Beach. The day was set aside for picnicing and amusement and the uniform rank and drill teams held several lively contests.

On Thursday, August the 18th, the Model Grocery Company of Pasadena held a picnic at Redondo Beach for their employes. The company put up a most wonderful lunch which was served in the picnic grounds, and afterwards they had a lively time at the dance which was held in the pavilion.

The children's dance parties held every Wednesday in the dance pavilion become more popular as the season goes on. At the last dance four hundred kiddies appeared on the floor and at the end of the dance each one received a souvenir. The handling of this crowd of children reflects great credit on Mabel Rockwell, who always conducts these parties.

The big Labor Day Festival which was held on September 3, 4 and 5, attracted a big crowd to the beach. Special attractions were put on for the three days by the Pacific Electric Railway Company and the Redondo Beach Chamber of Commerce. These included band concerts, solo singing and novelty vaudeville acts together with a grand display of fireworks on Saturday and Sunday nights.

URBITA SPRINGS PARK NEWS

Doctor Smith, our copper headed, genial massuer, spent a few weeks at the various beach resorts recently, and is now back on the job again.

The Sunday vaudeville shows are still drawing good crowds, and the popular vote is that Mr. McCammond is furnishing the best vaudeville that has been shown here in years.

Professor Ray Henderson who took charge of the swimming school in July is doing a good business. Ray says anyone who can walk can swim. Ray was at one time life guard and instructor at Redondo Beach Resort.

The big Labor Day celebration held in the park on Sunday and Monday, September 4 and 5, proved very successful. There was a big crowd both days and everyone had a good time. The program consisted of novelty vaudeville, base ball, balloon showers and a magnificent display of fireworks on Monday night. Superintendent Froude had a busy time taking care of the big-two-day-event.

The bathing girls from Fairyland invaded Urbita Springs Park on Sunday, August 14, and received a right royal welcome. They appeared in parade and revue and put on a wonderful vaudeville show, which consisted of ten acts, taking in solo singing, dancing and musical numbers. Superintendent Froude said he never saw so many people in the music plaza, and everyone seemed to thoroughly enjoy the show, and the comments heard on all sides were that the girls were pretty and that the show was very unique. The attendance at the park was just about double that of an ordinary Sunday.

The Mardi Gras and High Jinks which was held by the Pacific Electric Club on July 29, proved to be quite a success. A special train left Los Angeles at 5:30 P. M. which carried the Los Angeles contingent, including the popular, Mort Stuart and his orchestra. When they arrived at the park they were met by the local employes, who had been enjoying themselves there during the earlier part of the day, and after having satisfied the inner man with hot dogs, sandwiches and coffee, they repaired to the dance pavilion and started things going. There was a big crowd on the floor and at nine o'clock orange sherbet and wafers served to everybody. Souvenir fans and blow-outs were given away and the exhibition dance by Miss Olive DuVal proved very popular.

The Pacific Electric Club Orchestra had its annual outing at our Mountain Camp on August 20. All of the members report having had a wonderful time in the hills. Because of lack of space in this number a more detailed write-up of their excursion is impossible.

MECHANICAL DEPARTMENT NOTES

Mr. C. L. Peterson, of the upholstering department expects to move into his new home in Torrance shortly.

Harvey Cutts of the machine shop has been suffering with a felon on his finger, which, we are glad to report is now better.

Miss Edna Seccombe, of the Winding Room, it is rumored, will be married to Mr. Geo. Schleigh on or about September 18.

We have had many inquiries as to the ultimate intention of Mr. McGraw of the Winding Room. So we will take this opportunity to ask you Mac if you are or if you are going to, which?

Mr. Carl Elmquist, foreman of the Mill, has been home sick, threatened with pneumonia. We are glad to report, that the danger seems past now and Mr. Elmquist on the road to recovery.

Mr. Walter G. White, of Mr. Small's office enjoyed his vacation at Sunset Beach. Mrs. White and children will remain there for sometime yet before returning to their home in South Pasadena.

Mr. Donald Wheaton, of the Drafting Room, is enjoying his vacation in Michigan, starting from Los Angeles last Sunday. Mrs. Wheaton has been east for sometime and Donald will meet her there and return with her.

Mr. Jack McEwing and Mr. Geo. Wheaton, foremen of the Blacksmith Shop and Upholstering Shop expects to take a little deer hunt when the right time comes. At latest reports they did not know whether to take their guns with them or not.

The marriage of Mr. Henry Preston, heretofore announced without detail, was to Miss Nina B. Slade of Redlands. The wedding ceremony was held at the home of the bride's parents. The honeymoon was spent at Monterey, Pacific Grove and San Francisco. Again best wishes for this happy couple.

Our rolling equipment compared with any from coast to coast is far superior, the nearest approach being the Cleveland lines where equipment is practically new. Our rates are also much cheaper on the whole, which means we are giving better service than elsewhere in the United States at the least cost.

Mr. Frank Miller, Foreman of the Truck Shop, is some little artist when it comes to repairing automobiles. Frank started in to tighten up the clutch on his gas boat, but ended up with an \$80.00 garage bill. He is sure a hummer when working on wheels and trucks, but puts both hands in the air and shouts for help when an automobile job floats his way.

The girls of the Mechanical Superintendent's Office was the guests of Madge and Lola McElroy one evening during the past month, at which the announcement of Miss Esther Vetter's engagement to Mr. Waldo Showers was made. That means hard luck for a lot of boys we know of, but good luck for Mr. Showers, and we who know Miss Vetter, offer him our hearty congratulations.

Our shops, as compared to the Westinghouse Electric Co., the Westinghouse Air Brake Co., or the General Electric Co., from a standpoint of health, working conditions, facility and convenience, are so far superior to those mentioned as to offer no points for comparison. The General Electric Company's plant requires artificial lights throughout the day and ventilation is very poor.

Mr. Geo. Gilks, foreman of the Winding Room, had a very interesting trip east during the month of July.

From the standpoint of his profession, the trip was full of interest. In New York, street car congestion is very great. At 40th and Broadway, after waiting 35 minutes for his car could not get on because of crowded car and had to take a bus to the depot. Taking the subway train at Times Square he counted 56 strap hangers on one car. The seats run lengthwise of the car and there were three rows of straphangers down the full length of the car, and although the thermometer registered 104 in the shade there was few complaints.

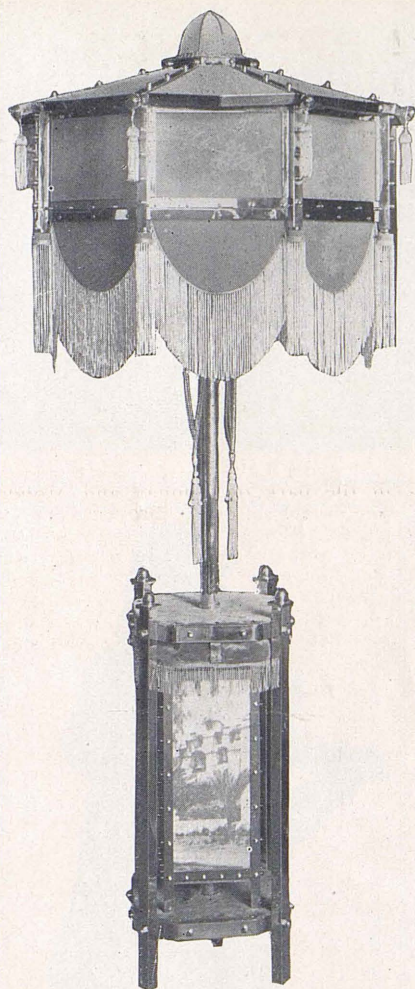
What Constitutes Success?—He has achieved success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration; whose memory is a benediction.—Mrs. A. J. Stanley.

There was a young man from the City,
Who met what he thought was a kitty;
He gave it a pat,
Said, "Nice little cat!"
And they buried his clothes out of pity.

"Ah shuah does pity you," said a colored pugilist to his opponent as they squarred off. "Ah was bohn with boxing gloves on."

"Maybe yu was," retorted the other; "and Ah reckon you'se goin' to die de same way."

It was a moody bachelor who remarked, as the bride and groom drove off, that he preferred the one-man safety car.



A WORK OF ART

The wonderful, beautiful lamp shown in the above illustration is the work of Andrew T. Greutz an employe of this company who spent many hours in designing and creating the fixture, ably assisted by Mrs. Greutz whose skilled needle and splendid taste added much to the beauty of the object.

The lamp as constructed by Mr. Greutz was really an inspiration and was evolved from no drawing or sketch of any kind, and required 7 months time (2 or 3 hours a day) to build. The height is 6 feet and its details of constructions may be gleaned from the following:

The shade has 129 feet of brass; 152 brass nickel plated bolts and nuts; 28 feet of oak wood cover with double thickness of American beauty silk. The shade cover took 9 yards of American beauty silk of three thicknesses; two yards of crepe, 2 thicknesses; and 4 yards of silver fringe 6 inches wide and 1 yard 8 inches wide.

The pedestal has 18 feet of brass and the picture frame, 4 sides, has 24 feet of brass and is held together with 72 nickel plated bolts and nuts.

Nearly all of the parts are hand made and hand turned. The lamp has 27 small lights; 5 on top, 4 on each side, 8 in tassels and 10 in the transparency pictures of the base, with 3 large globes underneath the shade.

This lamp has been on exhibit at the Club for sometime and has attracted a great deal of attention, not only from our employes but a number of the large firms in the city engaged in home decorations.

EMERGING FROM WALKING DELEGATE

News that San Francisco is to be run hereafter on the "American plan," as opposed to the "dictated by the unions" method, is cheerfui reading. The employers, it is announced, propose to run their own business, and the door of opportunity is to be open to all. This is the program of reconstruction designed by the northern metropolis, and the inspiration, it is frankly conceded, is the marvelous progress noted in Los Angeles, where the labor unions have never dominated the local industries. San Francisco, envious of our freedom and of our supremacy in numbers, intends to emulate our example, and, if possible, wrest from the southern metropolis the prestige which now accrues to us by reason of our greater population and unusual achievements. Los Angeles will aid, not retard, San Francisco in her well-conceived aspirations. Serene in the fact that we have a momentum nothing short of a cataclysmic disaster can stop, we can afford to encourage the northern commercial center in her present campaign. Already, San Francisco has made marked progress. Whereas, one year ago the building trades were completely dominated by the labor unions, at this time, it is jubilantly stated, practically \$20,000,000 of construction is under way and not a single building in the entire business districts is being erected under closed-shop conditions. With union men no longer blindly obedient to orders issued by their leaders, hence hard to manage, and the builders, backed by public sentiment, standing like a rock for the principle of the open shop, the outlook is most promising to all employers who for so long have been subjected to exasperating dictation. Apparently, the walking delegate must "walk."—Los Angeles "Saturday Night."

Nothing puts a woman under such a strain when her husband is away, as to have a letter come to him marked "Personal" or Confidential.

"It's grand weather that we're hae'ing the noo," remarked Sandy to Jock. "I'll go ye a round on the links t'morrow mornn, just to celebrate it."

T'morrow mornn," repeated Jock, slowly.

"Aye, lad, the mornn," replied Sandy.

"Ah, weel," said Jock, I'll go ye." Then, after a long pause, he added: "But I had int'ended tae git married t'morrow mornn."

Lady to conductor—You will have to trust me. I forgot my purse. I am one of the director's wives.

Conductor—I'm sorry, but I couldn't do that even if you were the director's only wife.



PACIFIC ELECTRIC PICNIC

As announced in the last month's Magazine, the employes' picnic was held at Redondo Beach on August 27th for the first time in two years, the lapse of two years since our last picnic being occasioned primarily by war time conditions and for other reasons familiar to all of our employes. Judging from the attendance at our last celebration, none of the desire for an annual picnic has been lost and the zest taking in the affair has not been excelled by any previous event of the kind held by the employe mass.

Weather conditions were ideal and were conducive to a very large attendance. The program was all that could have been desired by any one. Was well planned and admirably produced by the various committeemen entrusted therewith.

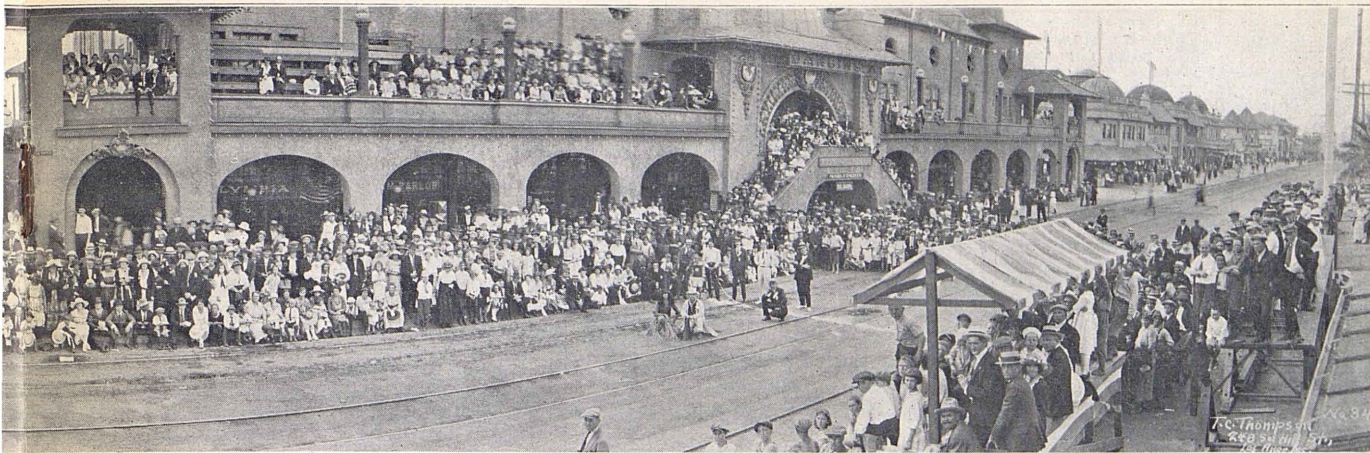
The Transportation Department is to be especially commended for the service rendered from all points on the system to and from Redondo Beach and every committee without exception



is highly commended and complimented by all employes for the splendid manner in which each one's work was performed. It would not be possible to enumerate specifically the many things done by the numerous committeemen, but we must content ourselves of complimenting them as a whole.

The following letter from Vice President, H. B. Titcomb to Mr. Mort Stuart, manager of the Club, voices fully the feeling of all our employes with reference to the matter. Mr. Titcomb says:

"I wish to take this opportunity to compliment you and your committees on the splendid success attained at the Pacific Electric Picnic, August 27th. You surpassed previous efforts and



Harry Atwood; W. Miller; A. Stambler; O. Leonard; J. Van Vliet; V. Villieneve; J. Loyd. Empire, F. E. Peachey.

Event No. 1—25 yard race for boys, 7 years and under. 1st prize, Wm. Morgan; 2nd prize, Wm. McCracken; 3rd prize, Jack Dietrick; 4th prize, Howard Chase; 5th prize, Paul Nelson; 6th prize, Wm. Smith.

Event No. 2—50 yard race for boys over 8 and under 12 years. 1st prize, Ray Nelson; 2nd prize, Kenneth Blette; 3rd prize, Oliver Flood; 4th prize, Henry Woodburn; 5th prize, Earl Gillinwater; 6th prize, Leo Nelson.

Event No. 3—75 yard race for boys over 12 and under 16 years. 1st prize, Donald Nichols; 2nd prize, Edwin McGuir; 3rd prize, Tom Wilcox.

Event No. 4—Obstacle race for boys, 12 years or under. 1st prize, Kenneth Blette; 2nd prize, Ray Nelson; 3rd prize, B. Hardy.

Event No. 5—Novelty dressing race for boys. 1st prize, Clifford McKee; 2nd prize, Jack Shea; 3rd prize, Ivin Turnipseed.

Event No. 6—25 yard race for girls, 8 years and under. 1st prize, Doris Cobb; 2nd prize, Dorothy Snoddy; 3rd prize, Pauline Donille; 4th prize, Rose Johnson; 5th prize, May Hopkins; 6th prize, Reta Deldattel.

Event No. 7—50 yard race for girls over 8 and under 12 years. 1st prize, Lucile Lane; 2nd prize, Edith Courfy; 3rd prize, Marjorie Ewers; 4th prize,



have set a mark which it will be difficult to equal in future gatherings."

The athletic features of the day beginning with the base ball game, which was won by the Mechanical Department from the Accounting Department on a professional score by really professional playing, to the final wrestling event of the day was "classy" to say the least.

The events were produced approximately on time. The sports entered into most enthusiastically by all and the prizes awarded by the judges were joyfully received by the winners.

Following is a list of events, together with the winners of prizes:

Baseball game, Mechanical Department. Captain, E. H. Pierce; C. Wilbur; J. Breunig; Loyd Adkins; Bill Deal;

Alice Westberg; 5th prize, Margaret McGinnis; 6th prize, Dorothy Howe.

Event No. 8—75 yard race for girls over 12 and under 16 years. 1st prize, Frances McNeil; 2nd prize, Evelyn Simmons; 3d prize, Mildred Naylor.

Event No. 9—75 yard race, for ladies over 16 years of age. 1st prize, Mrs. J. J. Grant; 2nd prize, Mrs. C. L. Cavall; 3rd prize, Mabel Schoenberg.

Event No. 10—300 yard four-man relay race. Winner, Northern Division Tranimen: Roy Brown, S. Wise, B. B. Stine and M. L. Smith.

Event No. 11—Three-legged race for men, 75 yards. 1st prize, R. A. Reeve and R. W. Scott; 2nd prize, C. V. Smith and Herman Grenke.

Event No. 12—Sack race for men, 100 yards. 1st prize, Ernest Cole; 2nd prize, C. V. Smith.

Event No. 13—Sack race for boys under 20 years, 100 yards. 1st prize, Lester Shine; 2nd prize, Francis Cloverd.

Event No. 14—100-yard race for fat men, weight 200 lbs. and 44 inches. 1st prize, George R. Slodman; 2nd prize, Ola Nugert.

Event No. 15—100-yard race for officers. C. T. Thorburn.

Event No. 16—Free-for-all race, 100 yards, for men. 1st prize, R. A. Reber; 2nd prize, Leland Smithson; 3d prize, E. C. Shulky.

Event No. 17—Special feature race, L. H. Covell backwards against any. Winner, L. H. Covell; opponent, R. A. Reber.

Event No. 18—Novelty egg and spoon race for ladies over 16. 1st prize, Mrs. M. Lewontluk; 2nd prize, Mrs. G. R. Morris; 3d prize, Mrs. Alice Eldatto.

Event No. 19—Watermelon contest for boys. Boys: 1st prize, John Dunson; 2nd prize, Jack Bradley. Girls: 1st prize, Georgia C. Ulrich; 2nd prize, Edna V. Morris.

Event No. 20—Pie eating contest. Boys: 1st prize, Alphas Arps; 2nd prize, Paul Drope. Girls: 1st prize, Edna Morris; 2nd prize, Reta Harriman.

Event No. 21—Marshmallow candy contest for boys and girls: 1st prize, James Berkley; 2nd prize, George Roberts.

Event No. 22—Balloon blowing contest for boys and girls, 8 years and under. 1st prize, Robert Carter; 2nd prize, Merril Wisely; 3d prize, Spencer Watson.

Event No. 23—Employee with the largest family present. Winner, F. L. Ornelas, Mech. Dept., San Pedro, three daughters and six sons present and one son in the army.

Event No. 24—Final tug-of-war contest. Winner, Electrical Department: 1. A. H. Brainerd; 2. Lee Smithson; 3. David Kennedy; 4. H. L. Perkins; 5. E. L. Martin, anchor; A. Herskind, captain.

Event No. 25—Horseshoe Pitching. 1st prize, B. Mersketer and Newkirk; 2nd prize, Obringer and Narthaver.

Prize waltzing. Gentleman, F. L. Ford; lady, Miss M. Eastman.

A traveler, on leaving a certain hotel, said to the proprietor: "Pardon me, but with what material do you stuff the beds in your establishment?"

"Why," said the landlord, proudly, "with the best straw to be found in the whole country."

"That," returned the traveler, "is very interesting. I now know whence the straw came that broke the camel's back."

Street car conductor—"You'll have to pay for that child sir, he's over three."

Passenger (indignantly)—"Well, that is the first time I have been asked to pay for him and he has ben riding on the cars with me for seven years now."

Teacher—"The Chinese travel in junks. Does any body know what junk is?"

Willie Willis—"Sure, pa's fliver."

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

PACIFIC ELECTRIC CLUB BULLETIN

September 10th to October 10th

Saturday, September 10th—

Agent's Association meeting in Assembly Hall at 8 P. M. Refreshments served after meeting.

Monday, September 12th—

Pacific Electric Band rehearsal at 8 P. M.

Wednesday, September 14th—

Pacific Electric Rod and Gun Club meeting in club quarters at 8 P. M.

Thursday, September 15th—

Moonlight dance in Auditorium at 8:30 P. M. Souvenirs gratis.

Northern Division Safety Committee in Assembly Hall 2 P. M.

Friday, September 16th—

Regular movie show in Auditorium at 8 P. M.

General Staff meeting in Assembly Hall at 10:00 A. M.

Monday, September 19th—

Pacific Electrical Band rehearsal at 8:00 P. M.

Tuesday, September 20th—

Transportation Department meeting for all employes of the Western Division at 8:00 P. M. Refreshments served after meeting.

Thursday, September 22nd—

Regular Club dance in Auditorium at 8:30 P. M.

Friday, September 23rd—

Regular movie show in Auditorium at 8:00 P. M.

Monday, September 26th—

Pacific Electrical Band rehearsal in Auditorium at 8 P. M.

Thursday, September 30th—

Regular movie show in Auditorium at 8:00 P. M.

Monday, October 3rd—

Pacific Electric Band rehearsal at 8:00 P. M.

Wednesday, October 5th—

Pacific Electrical Club Executive Committee meeting in Assembly Hall at 2:00 P. M.

Southern Division Safety Committee meeting in Asstmbly Hall at 2:00 P. M.

Thursday, October 6th—

"Lucky Spot" dance in Auditorium at 8:30 P. M.

Friday, October 7th—

Regular movie show in Auditorium at 8:00 P. M.

Western Division Safety Committee meeting in Assembly Hall at 2:00 P. M.

Saturday, October 8th—

Agents' Association meeting in Assembly Hall at 8:00 P. M. Refreshments will be served after meeting.

Monday, October 10th—

Pacific Electric Band rehearsal at 8:00 P. M.

THE CLUB ELECTION

The annual election of the Pacific Electric Club has just occurred and count of the ballots show the following elected as members of the Executive Committee for the ensuing year:

General Offices:

M. C. Brucker and S. E. Cooper. Number of candidates, 6.

Transportation Department (General Superintendent's Office):

Charles P. Hill. Number of candidates, 4.

Transportation Department—Northern Division:

A. S. Kuderna, D. J. Finley, L. J. McGraff, B. F. Brown, R. H. Dorman. Number of candidates, 21.

Transportation Department—Southern Division:

A. O. Williams, L. H. Covell, F. L. McCulley, F. B. Howe, H. T. Bennett. Number of candidates, 15.

Transportation Department—Western Division:

C. L. Blades, A. F. Wilkins, A. F. Minor, B. C. Chase, F. G. Volkhart. Number of candidates, 53.

Station Agents:

W. R. Osborne. Number of candidates, 9.

Los Angeles Freight House:

George W. Orr. Number of candidates, 2.

Los Angeles Shops:

Henry Preston, W. W. Robbins, E. H. Pierce, F. A. Shultz, John Richards, W. M. Brooks. Number of candidates, 16.

Northern Division Car Repair Shops:

Robert Hyde. Number of candidates, 1.

Southern Division Car Repair Shops:

James Langley, W. J. Drake, R. M. Davis. Number of candidates, 12.

Western Division Car Repair Shops:

M. T. Spencer. Number of candidates, 1.

Accounting Department:

Earle Moyer. Number of candidates, 6.

Electrical Department:

T. W. Kennedy, J. M. Geopfert, L. D. Bailey. Number of candidates, 25.

Engineering Department:

G. B. Barclay, R. D. McKesson, J. M. Gowanlock, T. C. Knoderer and J. F. Naylor. Number of candidates, 21.

Purchasing and Stores Department:

C. J. Tenny. Number of candidates, 4.

Real Estate, Tax and Resort Dept.:

W. A. McCammond. Number of candidates, 1.

Full list of candidates for membership on the committee, together with the vote received by each candidate may be seen upon bulletin board at the Club. Lack of space in the Magazine prohibits publication of full list.

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, August 3, was called to order at 2:40 p. m.

Roll call showed the following absentees:

S. A. Bishop, H. L. Young, F. L. McCully, T. C. Holyoke, L. H. Covell, J. H. Brigham, R. M. Hyde, H. Brennerman, J. A. Guercio, A. F. Wilkins, F. L. Annable, E. C. Johnson, S. H. Anderson.

Mr. Bishop, the president, being absent on his vacation, Mr. Spencer was elected to act in his place.

The minutes of the previous meeting were read and approved.

The manager's report was as follows:

Club Fund

Balance on hand, June 30th...\$ 409.45
Receipts 924.60

Total\$1334.05
Bills and expenses 934.54

Balance, July 31st Total....\$ 399.51

Relief Fund

Balance on hand, June 30th...\$ 193.92
Receipts 196.00

Total\$ 389.92
Paid out in Relief 281.60
Balance on hand, July 31st....\$ 108.32

Mortuary Payments

Gilbert L. Bridges, Towerman, Northern Division—Beneficiary, Susie C. Bridges; amount \$621.75.

W. H. Matthews, Sub-Station Operator, Northern Division—Beneficiary, Mrs. Adrienne D. Matthews; amount \$621.75.

Mr. Stuart stated that this would be the last committee meeting with these members, and thanked the committeemen for their activities during the entire year.

Mr. McCammond was called upon regarding the Hi-Jinks at Urbita Springs, and stated that the affair was one of the most successful ever held. Mr. Finley suggested that these outings be given more often as a means of getting better acquainted with employes from other divisions, and asked that a day be set for another event in the near future. This matter was taken up and discussed, with the result that October 29 was selected.

MOVIE PROGRAM

Following is the list of the motion picture events scheduled for the Club from September 16 to October 7.

September 16—Thomas Meighan in "The Conquest of Canaan."

He came from that part of town that wasn't "respectable," seething Beaver Beach, with its scandals and shady politics. Besides, he aspired to a certain girl and knew too much about the town's respectable leaders. Including the great Judge Pike! So, when they wouldn't let him make good, he went away and studied law. And when he came back—

Come and see Joe Loudon conquer Canaan! In a story of the best that the screen and American life can offer. Paramount Magazine.

September 23—Wallace Reid in "The Hell Diggers."

Grit! Sand, fighting blood—and a great love! That's the tune of this picture!

A story that smashes through to the biggest tingling he-man triumph since you saw Wallace Reid in "The Valley of the Giants." A romance of gold and guile in the primitive West. Of towering mountain, rushing river, endless plain, and among them—titans battling for mastery!

Mother Nature in all her beauty. Human nature at its best and worst. And breathing through all—a heart!

Burton Holmes Travel Picture—"Moselle Memories."

Mack Sennett Comedy—"Back to the Kitchen," featuring Louise Fazenda, Billy Armstrong, Myrtle Lynn and Harry Gribbon.

September 30—William S. Hart in "The Whistle."

The tale of a big man's fight for justice. Of a great sacrifice that turned blind hate into understanding and terrible revenge into forgiveness.

A play that gives Hart the role of his life, warm with pathos, tingling with humanity.

It will open your heart to things you never felt before.

Mack Sennett Comedy—"The Speak-Easy" featuring Charles Murry, Marie Prevost, Calla P. Shaw and Ed. Gribbon.

October 7—Roscoe (Fatty) Arbuckle in "Crazy to Marry."

I pronounce you— But the bride had eloped! Because Fatty forgot it was his wedding day! Then he married the wrong girl! And before things got straightened out— If you think getting married is no laughing matter, come on and change your mind!

Burton Holmes Travel Picture—"With the Sultan of Parak."

Paramount Magazine—"Old Chestnut," "Stars of the Stage and Screen." Cartoon by Pat Sullivan. Post Nature Picture—"A Setting of Ages."

The Frank Approach

Jenkins had advertised for an office boy and there were numerous applicants. He sized up the boys, picked out what he considered the most likely-looking one, and motioned the lad to come into the office.

"Do you think you would make a good office boy?" Jenkins asked.

"I'd try," the boy replied, tersely.

"Fair enough," Jenkins agreed. "The work's not easy, though," he warned.

"I'll take a chance," the boy assured him.

"What is the least you will work for?"

Quick as a flash the boy came back: "The most I can get!"—Kansas-Sydney News.

Beating swords into plowshares won't make the world entirely safe. There will still be fools who will try to beat trains to a crossing.

ONE WAY IN WHICH WE ALL CAN HELP

The solicitation of traffic, while practically left to members of the traffic department, is really a live question in its relation to the men whose duties are in other directions.

The average train, engine or yard man seldom figures that any of this important responsibility falls upon his shoulders; his is the task to handle it after it is secured, and he is in no wise connected with its solicitation. He loads it, moves it and delivers it as he can, and figures that his duty is so contracted and performed when he does so.

This is a mistake. The soliciting agent sells transportation based upon service. He can get the business, but that is as far as he can go unless his promises of delivery are made good, and unless they are carried out, he has small prospect of adding to revenue by additional traffic.

The truth is that a railroad has no stronger factor in solicitation than that embraced in prompt movement and delivery, and this means service. The units of service as the Bulletin has suggested, are in the forces which transport the business of the public. Among these factors, and the most important, are the engine, train and yard men, and the essential refinements of service must be reflected in their performance.

Trains on time is a fundamental. Regularity of movement, non-delay to individual cars; proper handling to avoid damage; prompt spotting for loading and unloading—these are all part of good service and without them all service must suffer and solicitation fail.

It is a fact that an unnecessary and unfortunate delay to a single carload of important freight has caused cancellation of regular and profitable business and a considerable loss of revenue. Loss of traffic always follows a lessening of confidence and this loss of confidence on the part of shipper or consignee usually follows a failure to live up to our promise or obligations.

No class of employes is really exempt from some responsibility in securing and holding business, and when we realize, as we must, that the permanency of our employment rests upon the ability of the company to earn revenue, and that this revenue must come from business secured and efficiently handled, we will appreciate our individual responsibility in its relation to the ultimate and lasting success of our operation.—S. P. Bulletin, Tex. & La. Lines.

"Mable," said her father sternly, "who was here in the parlor with you last evening?"

"Why—why—er—Myrtle was here for a while, father," stammered Mabel.

"Well, you will please tell Myrtle for me that she left her pipe on the top of the piano."

I N M E M O R Y O F EPES RANDOLPH

ONE OF THE FOUNDERS OF THE PACIFIC
ELECTRIC RAILWAY; EMPIRE BUILDER
AND TOWER OF MANHOOD AMONG MEN.

One of the best tributes to the "great man of Arizona," appeared in the Times of August 25th, as follows:

In the passing of Col. Epes Randolph the Southwest loses a man of force and vision and one whose achievements are a part of the history of half a dozen States and two nations. As a railroad and community builder he wrought mightily, despite the handicap of the bodily ailment that caused his death. He of all men might have said, with W. W. Henley, "Under the bludgeon of fate my head is bloody, but unbowed."

It was the irony of fate that Col. Randolph's working life as an engineer was largely spent as a leader of forlorn hopes. It was the measure of the man that he succeeded where others failed. With him to see was to do. His was a mind largely articulate through deeds. He it was who put the Colorado River back in its channel when the Imperial Valley was threatened with complete inundation. Others said that it could not be done. He also built the Southern Pacific of Mexico and operated it successfully, despite predictions of failure.

As his part in the upbuilding of the Southland our present unparalleled trolley system bears eloquent testimony. When he came here in 1901 to take charge of the so-called Huntington electric interests the Southland was just about to find its place. Under his direction many hundred miles of new track was laid and the existing lines were welded into that coherent operating whole which as much as anything else has aided Los Angeles in its stellar census gains.

The ravages of a wasting disease, however, forced him three years later to seek the dryer climate of Arizona, where he became the head of the Arizona and Colorado River Railroad. This railroad later became the Arizona Eastern system by a process of expansion and absorption of other lines. Over this road is now carried, under normal conditions, perhaps the heaviest mine tonnage per mile of any railroad in the country. Later, at the dictation of E. H. Harriman, Mr. Randolph began the surveys which were followed by the construction of the Southern Pacific of Mexico. If the San Juan Basin Railroad is ever built it will follow the line stakes laid down by men working under the direction of Col. Randolph.

Truly, a full life was his as a builder. Yet he found time for other things. He was a thirty-third degree Mason and during the war period gave of his energies to patriotic work as a member of the Council of Defense in Tucson. He was chancellor of the University of Arizona. That he was a trenchant reasoner along the lines of public policy and collective good his last letter, which was printed in The Times recently, is sufficient and conclusive evidence. It is conviction made words.

In the city of Tucson on the day of interment of Col. Epes Randolph, was tendered the greatest evidence of respect and sincere regard ever rendered a man of this country. Every movement of industry from the least to the greatest was hushed during his funeral, and the citizens, practically to a man, stopped and did reverence to their greatest, most beloved citizen.

RESUSCITATION

A knowledge of the simple fundamental rules for resuscitation from gas asphyxiation, drowning and electric shock has resulted in hundreds of lives being saved when apparently there appeared to be no hope to save the person in distress.

The Shaefer method of resuscitation has a wonderful record of lives saved and therefore for the benefit of the employes of the Pacific Electric Railway Company, who are not familiar with the method, permission has been obtained from the California, Industrial Accident Commission to republish a description of the Shaefer or prone pressure method of artificial respiration as issued by the U. S. Bureau of Mines, which appeared in the July, 1921, issue of the California Safety News.

It is hoped that all reading this article will conscientiously study and learn the method as the information may some time enable you to bring back to life some one who is very close and dear to you as well as a fellow employe.

Gas Asphyxiation

Remove the victim from the poisonous atmosphere. If he is still breathing, administer oxygen from a tank with a bag and mask for twenty minutes. If he is not breathing and his jaws are locked so as to interfere with effective artificial respiration, pry them open and wedge with a piece of wood, and remove any foreign body from his mouth. Then give artificial respiration as shown by illustrations.

Drowning

As soon as the victim is taken from the water place him face downward, clasp your hands under his stomach, and lift him several times, letting his face hang down so as to drain his mouth and throat. Remove from his mouth any foreign body (tobacco, false teeth, or gum). Do not stop to loosen his clothing. Do not carry him any distance. Do not wait for a doctor. Treat him yourself.

Electric Shock

With a single quick motion free the victim from the current. Use any dry nonconductor (clothing, rope, board) to remove either the victim or the wire. Don't take hold of the live wire, and beware of using metal or any moist material. Send someone to shut off the current. If the victim is not breathing remove from his mouth any foreign body. Then give artificial respiration.

Begin Artificial Respiration at Once

Lay the victim on his belly with his face to one side so that his nose and mouth are free for breathing. Place the victim's arms and hands exactly as shown in figures 1 and 2, one arm straight out beyond his head, the other under his head. This position is important as it helps to expand his lungs. In drowning cases have the head a little lower than the body.

Kneel, straddling the victim's thighs and facing his head; rest the palms of your hands on his loins (on the muscles of the small of his back), with your thumbs nearly touching each other and with fingers spread over his lowest ribs (see figure 1).

With arms held straight, swing forward slowly so that the weight of your body is gradually, but not violently, brought to bear upon the victim (see figure 2). This act should take about two seconds.

Then, leaving your hands in place swing backward slowly so as to remove the pressure, thus returning for two seconds to the position shown in figure 1.



Figure 1

Repeat deliberately 16 to 20 times a minute the swinging forward and backward—a complete respiration in about four seconds. Keep the movements in time with your own breathing.

While the artificial respiration is being continued, have an assistant draw forward the victim's tongue, if it has fallen back (fortunately it usually falls forward when the victim is face down). Hold the tongue out if it tends to draw back, by wrapping a handkerchief around it. The handkerchief may also protect the assistant's fingers from being bitten. The assistant should also loosen any tight clothing around the victim's neck, chest or waist.



Figure 2

Do not permit bystanders to crowd about and shut off fresh air. Keep the victim warm with proper coverings and by placing beside his body hot bricks, bottles, or rubber bags filled with warm (not hot) water. Wrap bricks, bottles, or bricks so as to prevent burning the victim.

Continue the artificial respiration without interruption until natural breathing is restored, or for at least three hours. If natural breathing stops after being restored, use artificial respiration again.

Do not give any liquid by mouth until the victim is fully conscious. Keep the victim flat. If after being partly resuscitated he must be moved, carry him on a stretcher. It is dangerous to make an ill person, or one injured in any way, sit up or stand. To make him walk may cause his death.

LIKE HIS FATHER

"Wot you, doin', chile?"

"Nothing, mammy."

"My but you is gettin' like yoh father."

WESTERN DIVISION MEETING

Los Angeles, Cal.

The regular monthly meeting of the Western Division Trainmen was held at 8:15 P. M., on August 16, in the Committee Room, Pacific Electric Club, Chairman, E. C. Brown calling the meeting to order.

The attendance numbered fifty-five trainmen, in addition to Superintendent White and Staff, Mr. J. C. McPherson, Assistant General Superintendent, Mr. Glancy, Representative of Traffic Department, and Mr. G. H. Grace of Efficiency Bureau.

The reading of the minutes of the previous meeting was waived.

New Business

By Mr. A. Charbonneau, that the landing at 7th Avenue and West 16th Street is in bad condition. Should be leveled and made higher.

Disposition: Referred to Maintenance of Way Department.

By Mr. K. U. Sorenson, that extra conductors who are assigned to Venice Short Line on Sundays be instructed to issue transfers to passengers, on trains that turn at Hill and Surf, wishing to go to Santa Monica.

Disposition: Referred to Terminal Foreman at Ocean Park carhouse for attention.

By Mr. W. D. Bennett: That it is difficult to keep in place in the curved windows the cardboard signs which are being used on South Hollywood and Santa Monica Boulevard cars from Sanborn Junction on. Suggested that something in the way of a fastener be provided, that will keep these cards in place.

Disposition: Referred to Mechanical Department.

By Mr. E. C. Brown, that the clerks in Cashier's Office at Hill Street Station be asked to discontinue the practice of compelling conductors to wrap up their money before turning collections in. This to avoid transference of bad money which is contained in some of these wrapped packages; also to obviate the necessity of carrying home at night sums of money to be there wrapped up and turned in the following day.

Disposition: Referred to Traffic Department.

By Mr. E. C. Brown, that the word "Danger," in brass letters, be worked in on the sidewalk in front of Hill Street Station, in both directions, the same as at the entrance to the 6th and Main Street Depot, to warn people to be careful in crossing tracks. This on account of the fact that we now have fewer gatemen and guards at this station.

Disposition: Referred to Maintenance of Way Department.

By Mr. Sorenson, that we eliminate either the El Segundo station stop or El Segundo Refinery stop, on Redondo line, as these stops are very close together. The El Segundo Station stop is not needed.

Disposition: Referred to Traffic Department.

By Mr. M. R. Skemp, that the streets are frequently torn up on Hollywood Boulevard, Santa Monica Boulevard and Sunset Boulevard and that the Gas or other companies responsible for this condition be asked to place sufficient "Danger" signals on approaching these places, to prevent the hazard of accidents, which now exists between automobiles, and between automobiles and street cars.

Disposition: This matter will be taken up with above named corporations, to afford better protection.

By W. C. Miller, that the hook on frame of fender, for purpose of holding operating portion, does not catch and hold when object falls on fender, which allows fender to dump object on track in front of car.

Disposition: Referred to Mechanical Department.

By S. L. McCarthy, that both a yellow and rag flag be placed when trainmen find defects on road that require slow speed.

Disposition: Mr. White stated that a yellow flag is sufficient caution to go slowly.

By Mr. Sorenson: Asked what is being done in regard to building a club house for trainmen at Ocean Park carhouse.

Disposition: This matter is receiving the attention of the management and when the necessary funds for this building become available work order will be put through for same.

From Suggestion Boxes

By Mr. J. L. Spence, that inbound cars on Hollywood-Venice Line display "Hollywood" sign at top on big roll destination sign, as it is easier to read at a distance than "Hollywood Boulevard."

Disposition: Standard signs read "Hollywood Boulevard" and "Santa Monica Boulevard."

By Mr. Spence: Suggested speed restriction of six miles per hour instead of safety stop, for outbound trains and cars, at 16th and Hoover Streets.

Disposition: Mr. White stated that a safety stop is needed at this point, that we once tried to do away with this same safety stop and had an accident the first day we tried it.

By Mr. Spence, that blue stop sign on Glendale Boulevard at south side of Sunset Boulevard bridge be replaced by white car stop sign, this blue sign being responsible for some passengers waiting on the wrong side of street for outbound Glendale cars.

Disposition: Referred to Electrical Department to remove same.

By Mr. H. Delmer, that we place two long benches between Windward Avenue and Zephyr Avenue, on north side of Dog House, between tracks, to accommodate passengers waiting for trains, as the seating capacity in the waiting station at this point is not sufficient.

Disposition: Mr. White stated that there is not enough room for this at above mentioned place.

By Mr. J. H. O'Neal, that the outbound stop sign at Alexandria Avenue and Hollywood Boulevard be moved one span wire west, and use one stop sign for both outbound and inbound cars, the distance between Kenmore Avenue and Alexandria Avenue being too short.

Disposition: Referred to Traffic Department.

By Mr. M. H. Stanley, that the coasting records of motormen holding night runs be segregated from those holding day runs, for the reason that the night runs afford more opportunity for coasting than day runs, on account of traffic conditions. That this would liven up the competition between rival motormen for coasting honors.

Disposition: Mr. Grace made reply by stating that the difference between coasting opportunities of day and night runs is one of opinion only, that there does not seem to be much difference, in fact. The traffic conditions of day runs are balanced by the greater caution which is needed in operating trains at night.

Mr. J. C. McPherson commended the Western Division for the splendid showing they have been making in regard to trainmen's meetings; and said that in going on with them during the summer months the Western Division has given another indication of the interest and enthusiasm they have always displayed in bringing up and discussing matters that are of interest and benefit to the Company as well as themselves. He stated he was very glad to see this Division getting the results they have been, and feels sure that it is appreciated by the management.

There being no further business, the meeting was adjourned at 9:05 P. M.

M. Markowitz,
Secretary.

When you feel all shaken up, it is probably flivver complaint.

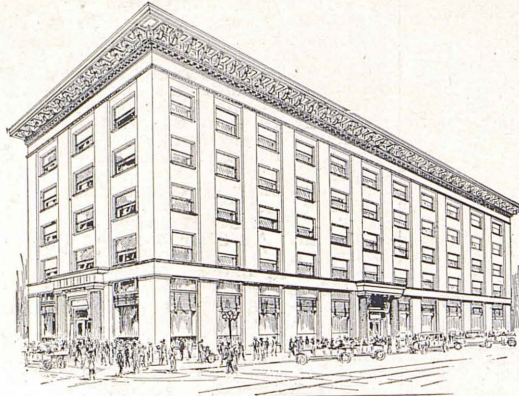
"Here lies the body of John H. Black,
Whose car went dead on the railroad track;

And when the engine gave it a jar,
John H. 'went dead' with the rest of the car."

DON'T, MR. CONDUCTOR

- Don't charge 25 cents for Half Fare Round Trip between Pasadena and Los Angeles. The published full fare round trip between these points is 46 cents, and the half fare round trip is half this amount, 23 cents. No tax should be assessed on half fares when the amount is less than 43 cents, although the full fare may be taxable.
- Don't issue through transfers to Pasadena, while operating OUTBOUND, on Pasadena Short Line or Oak Knoll Line, permitting passenger to transfer at Oneonta Park.
- Don't refuse to issue transfers at Oneonta Park, while operating outbound, to passengers paying fares or presenting tickets reading to points in South Pasadena, on Fair Oaks Ave., or Huntington Drive, at which your car does not stop. This is provided for in Bulletin P.D. No. 440-D, Section 3, Page 4.
- Don't refuse to sell round trips on Cash Coupons, Forms C.C-3, or C.C-4. Bulletin P.D. 459-E, Section 4, Page 4, explains this matter thoroughly.
- Don't forget that P.C.R. cash fare receipt is not sufficient, when passenger is entitled to, or liable to make application for refund. Issue card receipt, Form P-34 also, in any case of this kind, whether or not passenger requests same.
- Don't fail to note carefully, when collecting return portion of triplex tickets, points between which same reads, and if necessary to issue exchange check on such ticket collected, do not mistake transfer point shown thereon, for FINAL DESTINATION.
- Don't fail to notice that fares named in Page 33, Local Passenger Tariff No. 802, between Altadena, Scripps or Mt. View Cemetery and Tierra Alta, University Park, Pasadena Golf Club or Country Club Park, apply via ALTA-DENA, and NOT via Pasadena, through Colorado and Fair Oaks.
- Don't refuse to issue Exchange Transfer to or from Watts Local cars, at Watts or Vernon Ave., to Soldiers or Sailors presenting Special U. S. tickets reading between Los Angeles and San Pedro.
- Don't allow passengers boarding INBOUND Watts Local cars, presenting triple exchange checks, or T. S.-1, exchange transfers, to ride beyond Sixth and Main Sts. This matter should be watched closely.
- Don't issue transfers at First St. Junction, Wilmington, on tickets or commutation tickets reading specifically to Wilmington. Passengers desiring transfers to Union Oil Company, located on West Basin Line, must purchase ticket to San Pedro.
- Don't honor San Pedro-Hawthorne commutation tickets, on San Pedro - Dominguez Line, via Watts is shown on cover. Commutation fares between these points, apply via Athens, West Athens or El Nido, unless higher rate is paid and routing via Watts is shown on cover of book.
- Don't allow passenger presenting Watts-Wilmington commutation books to ride to Pier "A." Any commutation ticket reading specifically to Wilmington should not be honored south of First St. Junction on Main Line, or Harbor Dept. Supply Depot on City Belt Line operating direct to wharves.
- Don't issue T.S.-1 exchange transfer at Watts or Vernon Ave. to Watts local car without punching it. "Good only on Watts Local Cars."
- Don't honor T.S.-1 exchange transfers at Watts or Vernon Ave., on Main Line cars, INBOUND to Los Angeles.
- Don't issue triplex exchange checks at Sawtelle-Soldiers' Home on tickets or commutation collected, reading to "Westgate Avenue." Suburban transfer, Form T.W.-1 should be used for this purpose.

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However, on cash fares, tickets or commutation tickets reading to points west of Westgate Avenue, triplex exchange checks must be used for this purpose.

Don't lift coupons of Southern Pacific, Salt Lake or Santa Fe tickets that would deprive passenger of a portion of journey to a point beyond this company's lines. If Pacific Electric pasters, coupons or exchange checks issued by steam line conductor, good for passage over this company's lines, are not included in ticket, collect regular fare (regardless of fact that passenger may claim they paid for passage over

the Pacific Electric). Allow passenger to retain ticket, issue Card Receipt, Form P-34, for fare collected, advising passenger to take matter up with General Passenger Agent, Room 624 P. E. Bldg. for adjustment.

Don't refuse to issue exchange checks, at Culver Junction, to Air Line cars, or at Crescent Junction to Santa Monica Blvd. cars, to passengers paying fares or presenting tickets reading between Los Angeles and West Coast Beaches. Triplex exchange check should be issued passengers desiring to reach points on the above-mentioned lines.

Don't issue triplex exchange checks at Del Rey Junction, to Lagoon Line, when one-way fare is paid from points on Rodondo Line, south thereof. On payment of the one-way through rate to Santa Monica, Ocean Park, Venice or Playa del Rey, issue P.C.R. cash fare receipt and Santa Monica transfer, Form T.W.-2. Passengers paying the Del Rey Junction rate are not entitled to transfer.

Don't use the Cambridge rate for passengers destined to Brentwood Park. Cambridge is not located on the Westgate Line, and proper fare to use on outbound trips in this case is the fare named to West Coast Beaches, as no fares are named to Brentwood Park.

Passing the Buck

Axel, a Swede in an outfit at Fort Jay, woke up one morning with a desire to loaf. He got put on sick-call, thinking it was worth trying anyway. At the dispensary the doc looked him over, felt his pulse, and took his temperature. Then he said:

"I can't find anything wrong with you."

No answer

"See here, what's wrong with you anyway?"

"Doc," replied Axel, "that bane your job."

"What's your idea of clean sport?"
"Swimming."

Mrs. Busy—"What is your husband's average income?"

Mrs. Hank—"Oh, about midnight."

It isn't the mountain ahead that wears you out—it's the grain in your shoe.

She—"Fess up now that you men like talkative women as well as you do others."

He—"What others?"

The old fashioned farmer who used to exhibit his calves at the county fair, now has a daughter who does the same thing.

The worried countenance of the bridegroom disturbed the best man. Tiptoeing up the aisle, he whispered: "What's tha matter, Jock? Hae ye lost the ring?"

"No," blurted out the unhappy Jock, "the rings safe eno'. But, mon, I've lost ma enthusiasm."

Judge—"What brought you here?"

Prisoner—"Two policemen."

Judge—"Drunk, I suppose?"

Prisoner—"Yes, both of them."

Why does a fellow's nose always itch when his fingers get greasy?

Reformer (to boy he has caught shooting crap)—My boy, I started in business with only fifty cents, and today I am worth fifty thousand dollars.

The Boy—Don't doubt it. But you'se can't buy loaded bones for fifty cents today.

CONDENSED STATEMENT

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES

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

JUNE 30, 1921.

ASSETS

Loans and Discounts.....	\$20,838,803.88
United States Bonds to Secure Circulation.....	1,500,000.00
United States Bonds and Certificates of Indebtedness...	3,371,765.37
Other Bonds, Stocks and Securities.....	1,049,389.27
Bank Premises	450,870.36
Customers' Liability on Letters of Credit.....	177,773.85
Customers' Liability on Account of Acceptances.....	17,996.49
Redemption Fund with U. S. Treasurer.....	75,000.00
Interest Earned, Uncollected.....	117,522.32
Cash on Hand.....	\$1,681,506.87
Due from Federal Reserve Bank of S. F....	1,900,863.97
Due from Banks.....	3,284,272.70

6,866,643.54

\$34,465,765.08

LIABILITIES

Capital Stock Paid in.....	\$1,500,000.00
Surplus	1,000,000.00
Undivided Profits	1,197,443.40
	\$ 3,697,443.40
Reserved for Taxes.....	19,390.53
Reserved for Interest.....	11,441.29
Unearned Discount	16,060.89
U. S. Government Securities borrowed.....	1,434,500.00
Letters of Credit.....	252,727.96
Acceptances Based on Imports.....	17,996.49
National Bank Notes Outstanding, less amount on hand..	1,371,000.00
Bills Payable with Federal Reserve Bank.....	550,000.00
DEPOSITS	27,095,204.52

\$34,465,765.08

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, Cashier.

Correct, Attest: E. D. Lyman, R. F. Gross, T. E. Newlin.

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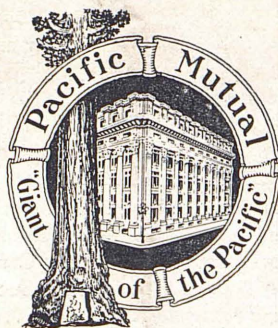
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WM. L. THOMAS, Superintendent

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