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THE PACIFIC ELECTRIC has just purchased and installed one of the largest and finest Radio Telephone receiving sets in Southern California at Mt. Lowe resort (Alpine Tavern). The purchase and installation was handled by S. H. Anderson, Electrical Superintendent and his staff and is now in active use. It is the first set of the kind installed in any Southern California hotel. The purchase was made from and expert assistance given in installation by the Radio Shop, Pasadena, of which Mr. Paul Johnson is proprietor.

The new radio telephone has a tuning radius that will enable it to pick up messages from any point on the Atlantic coast and it is hoped that we may "tune in" with the Hawaiian Islands under favorable conditions and as far south as Panama. The construction is such that additional amplification may be added at any time desired and at some future date it is more than probable that a sending unit will also be established so that messages may be exchanged between our big set and any other in the country.

The pretty little party with the winsome smile is Miss Beryl Hasenyager, 5-year old daughter of E. J. Hasenyager of the Electrical Department.

A REGULAR PRAYER



Lord, let me live like a Regular Man,
With Regular friends and true;
Let me play the game on a Regular plan
And play that way all through;
Let me win or loose with a Regular smile
And never be known to whine,
For that is a "Regular Fellow's" style
And I want to make it mine!

Oh, give me a Regular chance in life,
The same as the rest, I pray,
And give me a Regular girl for wife
To help me along the way;
Let us know the lot of humanity,
Regular woes and joys,
And raise a Regular family
Of Regular girls and boys!

Let me live to a Regular good old age,
With Regular snow-white hair,
Having done my labor and earned my wage,
And played my game for fair;
And so at last when the people scan,
My face on its peaceful bier,
They'll say "Well, he was a Regular Man!"
And drop a Regular tear!

—*Author Unknown*

Who Really Owns the Highways?

The Average Motorist Pays for the New Roads But, Under Present Conditions, Has He Any Rights on Them?

By Victor Willard

Author of: Blazing the Motor Trail to Whitney

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WHEN you drive down the crowded highway on a Sunday taking your family for an airing and a big eight-ton, thirty-passenger interurban bus comes sweeping down the middle of the road at thirty miles an hour, what do you do? You know the big brute has no more right to occupy the center of the road than it has to waltz on its hind wheels in your tulip bed; you know that the juggernaut is violating every traffic ordinance, crushing every rule of the road with its weight, but nevertheless you yank the steering wheel to the right and get off the pavement. Even if you have just been to church, you silently or with explosive violence hurl a string of cuss words against the wind shield, but you get off the road.

Say, friend, whose highway is it, anyway?

You are driving on your lawful private business along the sixteen-foot paved highway built with the last bond issue. Your headlights don't throw a very strong beam because you are a decent fellow who knows how the other fellow feels when a blinding glare is thrown into his eyes. Suddenly on a long curve a whole collection of extra-glaring head, side and spot lights comes tearing along at better than thirty-five miles an hour, its siren shrieking imperiously. "That d—d stage!" You mutter, bearing down on the brakes and hoping that the shoulder beyond the pavement won't be too soft when you hit it as you flounder along helplessly, blind as a new-born kitten, your heart in your mouth and your fingers clutching the steering wheel with a pressure of fifty pounds to the square inch.

You know how it feels, don't you?

Well friend, for whose benefit have we built the highways, anyway?

Remember that county highway built six years ago in series of wide loops and zigzag curves over the steep hills down to the beach and

through the green-pea belt? It was a peach of a road. WAS is right. You and I won't go over it now until after the county commissioners have had the worst holes filled and the deepest ruts ironed out this summer; we don't like to have new leaves put in our springs.

But your car and mine didn't do

road just starved to death before our perfectly dry eyes.

You and I have gone over that fine country road many a time loafing in second behind a mountainous truck with a load so high and wide that we, being careful drivers, didn't dare pass the behemoth on the turns and curves of the grade. It didn't mean anything in particular to us then except a delay of five or ten minutes and an extra quart of gasoline. But now that the road is ruined by overloaded trucks with solid tires, now that our investment of \$200,000 in that eighteen-mile road is half gone, it should mean something to us. It should cause us to pull up on the side of the busy highway for a while, watch the traffic with a critical eye and ask:

For whom have we spent two billions on hard-surfaced roads in ten years? For whose benefit and for what purpose are we now shelling out another billion to rebuild the road system and enlarge it?

In the long history of transportation there has never been another problem so difficult, so complicated that came upon the world, or rather upon that fortunate part of the globe known universally as the U. S. A., as speedily as the motor traffic problem. The change

IN the article presented herewith Mr. Willard forcefully expresses his convictions and observations regarding the destruction of highways wrought by the commercial automobile.

Articles dealing with this momentous question are printed each month in order that our employes, who are directly and indirectly affected by this form of transportation, may have the opportunity of studying the various phases of the question. There is every indication that the public at large is becoming awakened, not only to the damage done by heavily loaded trucks and speeding passenger "limiteds," but also to absurd and unfair legislation in favor of commercial automobiles.

To be able to discuss all phases of this problem intelligently in our daily associations will hasten the moulding of public opinion, and bring results mutually helpful to the railroads and we who look to them for our livelihood.

—Editor.

the damage. A pneumatic-tired vehicle with a gross weight of less than 4000 pounds can't ruin a well built road in six years. Who did it, then?

Remember the jerkwater railroad that ran down into the green-pea belt? It gave up the financial ghost two years ago. They even took out the culverts and sold the culvert pipe. The new county highway strangled the wobbly railroad. Trucks and trailers by the dozen, hauling six and eight tons of vegetables one way, six or eight tons of supplies the other way, stages and jitney busses got all the business because they gave more frequent service at lower rates. And the poor little rail-

from sail to steam speeded up water transportation, but the same salt water, the same wharves, docks channels and lighthouses were sufficient for both the old and the new form of water transport. When the railroads were built, they created their own traffic; what little business they took from the river steamer, the stagecoach and the freighter would not have paid for the spikes. And west of the Mississippi they were pioneers. They replaced no method of transportation except an occasional ox team. When electricity became a factor in transportation, it merely supplemented the service rendered by the steam roads. Wherever electricity went beyond its role as

local distributor and feeder, wherever it tried to compete for the long haul with the established carrier, the electric road, as a rule went broke.

Now enters the automobile to the joyous tune of a million new cars a year for a decade, ending the isolation of the American farmer, taking thirty million people away from the movies and out into the open every Sunday, chasing the horse and its inseparable companion, the house fly, out of the cities, wrecking scores of short steam and long electric lines, bringing with it far-reaching social and economic changes, not the least of which is the phenomenal increase in the mileage of hard-surfaced highways.

Auto Evolution.

The first automobile was a self-propelled vehicle for the personal and private use, business or pleasure, of the owner. For years that was the only kind of automobile built and sold. From the owners of these private cars for personal use came the demand for better roads and more of 'em. They were willing to pay for them; they did pay for them; they still pay for them. They plunged up their license fees, their personal-property taxes for city, county and state without more than a perfunctory, mild kick at the size of the tax bill; knowing that these bills would go up, they voted for one bond issue after another, patted Congress on the back when it appropriated more than three hundred million dollars of public money funds for road-building.

Despite the enormous sums spent for road construction during the last ten years, the highway mileage did not increase fast enough. The number of automobile owners increased faster. In the Far West enough motor cars are being operated today to give every second family of five persons an intimate knowledge of tire prices and ignition troubles. Of course the inevitable result is traffic congestion, both on city streets and country highways, a congestion that

can be cured only by improved routing and handling of the traffic and by continuous construction of more highways.

In the meantime, however, the highways built ten, eight, six years ago have proven inadequate both as to width and lasting quality. They are not standing up. They must be rebuilt, made wider, provided with a much thicker concrete base, must be reinforced with steel bars. Therefore the new highways will be very much more expensive than those already built, without considering the higher cost of labor, material and freight.

Why this rapid deterioration of the older, the heavier cost of the new construction? The weight of the average touring car has not increased, and the touring car constitutes ninety per cent of all the automobiles in the country.

Cause and Effect.

Hark back to the county highway into the green-pea belt. After it was constructed, it was used to haul heavy freight and large numbers of passengers in heavy vehicles, a traffic which before its construction had moved largely over the railroad. The highway assumed the function and carried the traffic of the railroad. It had not been built for this commercial traffic. The railroad died. The highway went to pieces at the same time and now has to be rebuilt.

The same thing is happening everywhere. The heavy-duty, solid-tired, overloaded truck, the thirty-passenger high-speed buses are destroying the highways built for a much lighter traffic. The community as a whole paid for these roads, the bulk of the expense falling upon the shoulders of the average man numbering a touring car among his possessions. But nearly all the damage, the excessive wear and tear, the premature breakdown of these roads is due to the very small number of overloaded heavy trucks and busses operating over the highways for profit. And to them, also, is due

EXPERIENCE THE BASIS OF ALL RULES

A recent serious accident was caused by the failure of a Conductor to close a switch which he had opened to permit his car to take siding to allow another car to pass. This failure would have been noticed if he had complied with the rule and looked at the position of the switch point. To make matters worse, he gave the Motorman of the approaching car a proceed signal (contrary to rule) which the latter accepted instead of looking at the switch as he should have done. The Motorman failed also to comply with a speed restriction.

Altogether in this instance there were about as many violations of rules as could be crowded into thirty seconds of time and the result had to be handled by the Claim Department and the back shop. There's a reason behind every rule; a reason developed by past experience and no one in the railroad game can afford to overlook the rules. He may get by once or twice, but sooner or later the disaster will come.

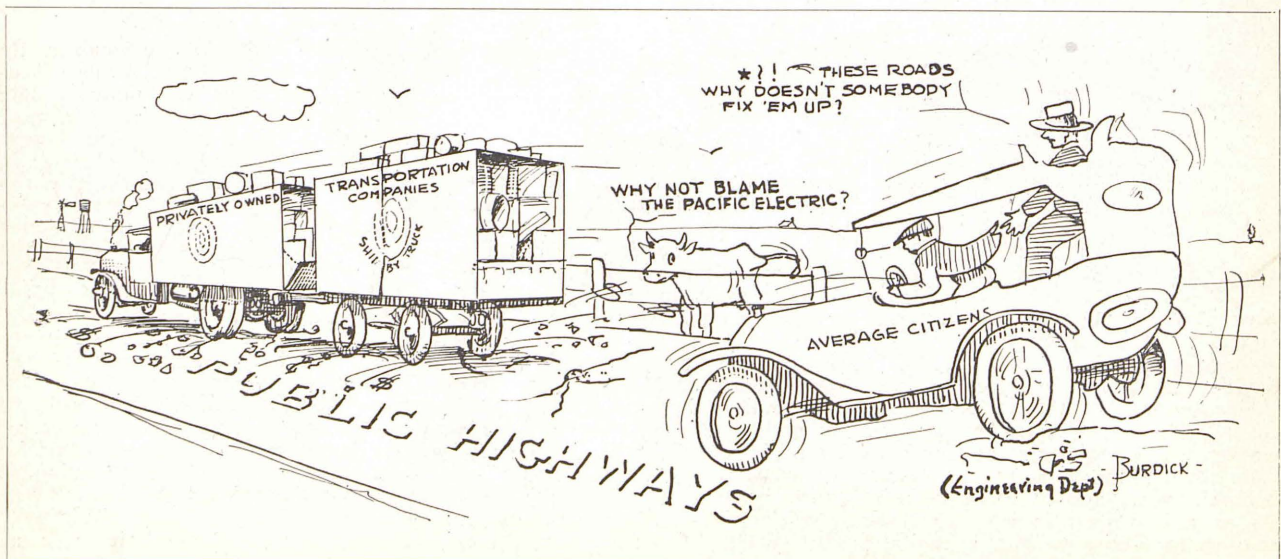
most of the ever rising cost of the highways now building or to be built.

Experience of All.

They destroy the roads, make us pay for them, crowd us into the ditch and laugh at us when we cuss'm. Isn't that true? Isn't that the universal experience, yours as well as mine?

Well, Friend Motorist, there are millions of us and there are only thousands of the road smashers and road hogs. It's strictly up to us. What shall we do about it? We've been bullied pushed off the road long enough; our leg has been pulled long enough for the benefit of the bully. We can stop it and we will—if we ordinary non-commercial motorists will only stand together.

Let's organize and get after the culprits.



Franchises Are Burdensome

*Progress of Electric Railways Handicapped
By Severe Municipal Requirements*

PPOINTING out that the present franchise obligations are burdensome to the extent of being the leading cause of the financial distress of many of the electric railways in this state, W. V. Hill, Manager of the California Electric Railway Association, in a recent address before the California Realty Board at Los Angeles, stated that future franchise would be assumed only under far different conditions than those assumed by this industry in the past.

Showing that most California electric railways operate in more than one city, Mr. Hill cited some of the difficulties of complying with requirements of different franchises and expressed the opinion that authority for granting and conditions of franchises should be vested in the State Railroad Commission. He cited the case of the Pacific Electric, which operates in 52 incorporated cities and towns and showed the difficulties of complying with countless and various dictates of each municipality. Mr. Hill also dwelt at length upon unfair automobile bus and truck competition and brought out many pertinent facts in connection therewith.

His address in part follows:

"In the larger cities of this state, with the exception of Oakland, franchises are limited from twenty to twenty-five years. In San Francisco the city reserves the right to take over the property without payment therefor and has taken over some of the lines and paralleled others. In Los Angeles the city agrees to pay for the property if it desires to take it over at the expiration date. But little business sagacity is required to appreciate the difficulty of financing a property on forty of fifty year bonds with franchises that run about one half the life of your bonds, further endangered by business uncertainties.

Oppressive Burdens

"Let me state some of the provision contained in most of the franchises granted by the larger cities of the state. Take Los Angeles for example: Twenty year limitation; right of city to purchase; may grant extension of three years; railway must pay 2% of gross receipts, (this in addition to state tax of 5¼%); grantee must carry free on cars, city officials, policemen, firemen and mail carriers, (free rides on Los Angeles Railway amounted to 4% of the total travel in 1920); grantee must use heavy girder rail and track construction in accordance with plans and specification of the City Engineer; grantee must give transfer to all lines operated and 5 cent fare is stipulated. The Railroad Commission, however, has been vested with jurisdiction over fares. There are restrictions as to what kind of

cars are to be used and service performed, also the hours service must be given, and many other minor, yet costly, restrictions. These are a few of the requirements you agree to adhere to when you accept a present up-to-date franchise to operate an electric railway.

Franchises A State Problem

"If electric railways are to be rehabilitated and permitted to take their place in the transportation field in the further development of this state (and let me add that no other form of transportation has yet been found that can take its place, especially in handling the peak load movements promptly and effectively) there should be a drastic change in our system of granting franchises. It is a state problem and I honestly believe that this power should be vested in the State Railroad Commission. It is too large a problem for the average city hall politician to handle and we must further consider that most of the electric railways operate in more than one city. The Pacific Electric for instance, operates in 52 incorporated cities. Consider for a moment conforming to the different franchise requirements of these municipalities.

"The Railroad Commission now has jurisdiction over fares, rates, service, finances, accounts, extension and abandonments. In order to work out the many problems confronting the industry, the Commission should have jurisdiction over the granting of franchises. After all, railway franchises are the foundation of the structure and unless made secure it will be impossible to finance future extensions. I happen to know that officials responsible for these properties have already come to the conclusion that they cannot hope to place them in a sound financial condition and render adequate service until the franchise problem is remedied."

FOLLOW RULES REGARDING LOST ARTICLES

Recently an appreciative friend, gratified at having recovered a valuable article lost on a Pacific Electric car, described in detail the way the recovery was effected and thereby convicted employes of violations of the rules regarding the handling of such valuables found on the cars.

In this case the article had been turned over from one man to another and after some days finally reached the owner, but there is no record of the transaction anywhere and similar handling of other cases would eventually lead to confusion and loss.

There is a right way and the instructions do not permit deviation therefrom. Follow the rule.

RUINOUS WAGE DEMANDS ADVANCED BY JEWELL

General adoption of an average wage of \$2,637 a year as advocated for railway shop men by B. M. Jewell, president of the railroad employes' department of the American Federation of Labor, before the U. S. Railroad Labor Board this week "would wipe out profits in every business and leave all private property valueless in the hands of its owners."

This is the finding of "Railway Age" which works out Mr. Jewell's contention to a logical conclusion. Mr. Jewell based his figures on his estimate of the needs of the family.

It is not true, as he assumes, that the average family in this country is a family of five, says "Railway Age." The records of the census shows that the average family contains 4.3 persons. Nor is the average family supported by the earnings of one person. The number of families in the country is about 24,200,000—the number of persons "gainfully employed," according to the census, is 42,000,000. It follows that the average family enjoys the income of one and three quarters persons, and not one person. Therefore, if each person "gainfully employed" had an income of \$2,637, the income of the average family would be \$4,600, and not \$2,637. A family of the average size, having the average number of income producers, would require an average wage for each worker of only \$1,510 to provide each family with an income of \$2,637.

Mr. Jewell practically contends that all productive labor should receive an average wage of at least \$2,637. This average wage for all railway employes in 1921 would have made the railway pay roll over \$4,500,000,000 or about \$1,700,000,000 more than it was. It would have made the expenses and taxes of the railways exceed their earnings by about \$1,000,000,000, leaving them not a cent for fixed charges.

PEAK LOADS MUST HAVE BEEN TERRIBLE!

Lee McConnell says the item in the February Magazine about the horse-cars in Pasadena reminds him of those "good old days" when he was pilot and skipper on one of the speedy boats.

He says that after they brought the load down to church on Sunday evenings they would go to the barn until the meeting was over and then take the people home.

The Cut Direct

Kitty, aged four, had been naughty and her father had to administer vigorous correction before going to business. That an impression had been made was apparent when, on his return from business in the evening, Kitty called upstairs with frigid politeness: "Mother, your husband's home."
—The Argonaut (S. F.)

California Situation Regarding Rail and Trackless Transportation*

*Intensive Competitive Development Has Produced Acute Condition—
California Railways Protest Free Use of Roads by Carriers*

By Paul Shoup

President, Pacific Electric Railway

OUR experience in California so far has been chiefly one of competition and not of co-ordination, eliminating the trackless trolley system, which as yet has no place in our service. It is true that a trackless trolley operated in the Hollywood section as a feeder to the Pacific Electric for several years, the service being discontinued because it was unprofitable some ten years ago.

Dealing first with the question of trackless trolley, the studies so far made by us indicate that it should be approached only from the viewpoint of temporary use as a connection of the track service and that of construction of overhead and rolling stock should be with the end in view that ultimately the tracks may be extended to supplant the trackless service. A second essential condition is that the streets over which such trackless service is given be paved, and the third, that the franchises be of a nature that will place only light obligations upon the operating company. The failure of the Hollywood trackless trolley which was quite thoroughly investigated by us at the time, was largely due to the fact that the roads were not paved. Not only was power consumption large but the maintenance cost was excessive.

Favorable Legislation.

The tremendous cost of roadbed, track and paving under the present requirements of municipalities in our section is such as to make very desirable an escape from the use of rails if practicable. There is, however, a growing inclination on the part of the cities to realize that the paving burdens, aside from the question of roadbeds now imposed upon the electric railways, are not wholly proper obligations of these railways. The State Legislature of California at its last session recognized this fact by amending the law so that it is no longer mandatory on counties and municipalities to require the paving of streets for the space occupied and two feet outside thereof on either side by the electric railways. Since that time we have taken but one franchise, this replacing existing fran-

chises in the city of Fresno, and Fresno has relieved us in connection with new construction from paving or from renewal of paving though not of roadbeds underneath.

It requires from \$90,000 to \$143,000 per double track mile to construct an electric railway in California under the varying requirements of the munici-

that they can operate throughout the year with facility; second, that California in proportion to population has more paved streets and highways than any other section of the United States and, third, that an extensive development in California has made for a dense suburban and rural population in many sections. A minor factor has been that there are a number of sections isolated from railroads where the motor bus and motor truck have succeeded the operations of the stage coach and the freight wagon, this being particularly true in the mountain regions and in some sections of the oil fields.

In considering the motor bus or motor truck, either in co-operation or in competition with the electric railways, and for that matter the steam railways also, we must have in mind that they are now enjoying advantages which may very well disappear in large degree and it will not be at all safe to make investments upon the basis of present relations between these carriers and the public.

Legislation Favors Autos.

At this time the motor buses and the motor trucks have a very great advantage over the railways in California, whether electric or steam. The state, counties and municipalities have provided them not only with rights of way but with paved roadbeds at an expenditure of over \$100,000,000. But the motor buses and trucks do not have to contribute to this capital investment. The state license fees for operation are, compared with the taxation of the electric railways, very light indeed. Out of every dollar taken in by the electric railways 5¼ cents is turned over to the state aside from local franchise taxes. Less than 10 per cent of the counties and municipalities as yet make any license charge against the motor carriers. Indeed, the paving paid for by the electric railways in the various cities is used by the motor carriers without any charge.

To repeat the statement made to me the other day by one of the most prominent newspaper owners, "The state is ruining its steam and electric transportation systems by providing parallel lines of transportation free to operators who have no other investment than in the vehicles they use and is at the same time in-

FOREWORD

VARIOUS phases of the problems which, until solved, have been and will continue to be serious obstacles to the stabilizing of the electric railway industry in this state, are discussed in the article herewith by Paul Shoup, President of the Pacific Electric Railway Company.

Burdensome franchise requirements, unfair legislation in favor of competitive automobiles and other salient questions before the industry are treated at length. In view of the facts cited it is not surprising that many electric railways have had an uphill struggle for existence.

municipalities and obviously traffic has to be quite dense in order to earn an interest return and depreciation upon such costs. Pioneering can not be undertaken unless a large part of the cost is paid by the community directly benefited. The conclusion is, therefore, a logical one that pioneering without rails is the desirable form on streets under the conditions as they now exist and it may very well be that trackless transportation will find a very considerable field in that direction.

The important development in connection with trackless transportation in California has not been, however, one of co-ordination, but one of competition. The motor bus and the motor truck are the serious elements in this situation and not the trackless trolley. Indeed it is probable that the motor bus and motor truck have been developed as fully in California in proportion to the traffic as anywhere in the United States. This is due to a number of facts: first,

*Abstract of paper presented at the annual Midyear Meeting of the American Electric Railway Association, Indianapolis, Ind., Feb. 28, 1922.

creasing the taxes of these railways in order that these highways may be maintained and extended. Our highways were designed for private use, but with the situation as it now is the private use by the several hundred thousand automobiles and other carriers of private ownership is being rapidly subordinated to the use of these highways as common carriers. The ultimate result unless the situation is changed will be disastrous to everybody." The gentleman I quote is very largely interested in many sections of California and has made for his own information a study of the situation

Public Awakening.

How public sentiment is changing is shown by the fact that ten counties acting individually and seven counties acting through the San Joaquin Valley Supervisors Association have passed resolutions through their Boards of Supervisors urging the Railroad Commission not to grant any additional permits to motor carriers where they compete with the rail carriers, pointing out that they are not paying proper compensation for the use of the highways. Many Chambers of Commerce and other commercial bodies have taken similar action. Seventy-seven newspapers commented upon the destruction of the highways through their use as public utilities without proper compensation and the injustice done to the electric railways and the steam lines as well through this condition, which must ultimately react unfavorably upon the State as a whole. The Railroad Commission has been making a thorough study of this subject, the power resting with it to grant or withhold permits for new operations, and it has found it desirable recently to turn down a great many more such applications that it has approved.

At this time it is costing to build highways in the State of California \$50,000 per mile if they are to be of a nature to stand up under the heavier motor carrier traffic, and under \$30,000 per mile if these heavier weighted vehicles with loads be eliminated. The figures are those of the State Highway Commission, which has taken action repeatedly to call the attention of the people of the state to the fact that it is impossible to maintain the highways under present appropriations and that the situation must become worse and worse as the years go on if these conditions are not changed.

Auto Industry Sees Light.

The far-seeing men in the automotive industry are realizing that you cannot "have your cake and eat it too." They know that the highways must be maintained or their industry must disintegrate with the highways. They are very much more concerned with the successful operation of the several hundred thousand privately-owned machines than they are with the relatively few number of motor carriers used as public utilities. There

COLORADO LEGISLATIVE BODY EXPRESSES NEED FOR ADEQUATE TAXATION OF COMMERCIAL AUTO

IN DENYING the application for a motor stage permit for operating service paralleling the Denver & Rio Grande R. R., during the summer months, the Public Utilities Commission of Colorado, included in its decision statements which, while previously advanced by others, are particularly significant coming from a legislative body.

When the Commission went into the matter of taxes it found that commercial automobile, in the two counties where applicant desired permit to operate, paid to these two counties \$819.27 per annum for the use of highways. Delving further, it found that the money paid by the D. & R. G. R. R., appropriated to the two counties for road purposes amounted to "more than forty-six times as much, or \$38,023.94, for roads they do not use at all."

Continuing, the Commission's decision stated: "Viewing this whole matter from the point of present adequacy of transportation facilities and in the light of decent regard for the rights of others, it would seem unequitable and unjust that the vast sums wrung from the railroads, especially in the shape of road taxes, should be used to provide means to encompass their own destruction."

Of equal significance is the Commission's statement that: "Public convenience and necessity, by which must be understood the convenience and necessity of the people at large as contra-distinguished from the convenience and necessity of a very small number of persons who seek to derive a profit from the farmers' and home owners' investment in roads, to the cost and destruction of which he contributed little or nothing, or that he should reap where he has not sown."

The foregoing decision and statements were made by a body of legislators after mature consideration of all points involved. When the public at large gives to the problem of properly legislating competitive automobile transportation the consideration it merits, it is safe to say that it will blush to think that the present unfair legislation ever graced our statute books.

is among the owners of the private machines a feeling growing stronger and stronger against the highways being turned into roadbeds for public utility uses.

The conviction is becoming more general also that at the best the users of the highways are going to have to contribute in the way of license taxes much larger amounts than they have heretofore if these highways are to be maintained in a serviceable condition accentuated by any unnecessary public utility use or any public utility use that is not paid for properly. In other words, there is a feeling that all public carriers in their relations to the public should bear the same burdens in proportion to the service rendered in the way of taxation irrespective of the form the transportation takes.

Public sentiment is headed toward the conclusion that the state or subdivision thereof should not on one hand contribute any more in the way of facilities to the passenger who moves by motor bus than it should to the passenger who moves by rail and on the other hand that the tax taken from the revenue derived by the carriers should be on the same basis in both cases.

Electric Railways Favored.

Nowhere in California have any of the communities willingly given up electric railway service even where the motor bus has been most fully developed. Neither are they satisfied with the reduction in the steam railway service that has followed the establishment of these motor bus

lines. In Fresno, where probably there are as many automobiles as anywhere in the country and where there is a very large interurban bus service, the people are strongly opposed to any curtailment of the electric service in the city, but instead are very insistent upon extensions of the lines and are dealing with the situation accordingly. Los Angeles by a strong majority in a referendum vote discontinued the service of jitneys in the downtown business section, which immediately eliminated all such service. Oakland, San Jose, Sacramento, San Diego, Stockton, Fresno, Bakersfield and some of the smaller cities, all at one time or another have had the "jitney fever" and all have recovered, there being no such service now in these cities except a very few lines serving sections isolated from the car lines. In San Francisco the jitney fare has been changed to 10 cents, and during the busy hours the buses are not permitted on an important section of the major business street.

We do not know just how prosperous the motor bus and motor truck industry is in California for the reason that as yet the figures furnished the State Railroad Commission are hardly comprehensive. There are about 800 individuals and companies operating under its jurisdiction at this time. Their investment is very small in comparison with their operating revenues, which for 1921 probably reached \$20,000,000. The earnings of the principal companies for 1921 are not available, but the re-

turns for 1920 show very small earnings and in the case of the two largest companies a deficit. If they paid taxes, maintenance charges and had to bear some fair proportion of the carrying charges on the investment in the roadbed used, the number that could continue operation would no doubt be very limited. Yet in the end it is altogether probable that they must submit to this business measure.

It is true that there are isolated communities having no railway service and which need and must have a motor bus and motor truck service. This condition it will be necessary to consider in the making of new laws.

We who are in the electric railway service have had occasion to study very seriously the accident problem and when we come to consider adding the motor carrier service to our present form of transportation we find that feature to be one of very great interest. During the first nine months of 1921 the principal motor carrier in California had 345 accidents and either directly or through the insurance company that was carrying its insurance during that year, it had to pay out a very large sum of money. As the highways become more and more crowded with vehicles the difficulty of maintaining schedules and not having accidents becomes greater.

Questions to Consider.

Therefore when we consider the extension on any very considerable scale the trackless carriers as auxiliary to or successor to our present operations, we find many reasons why we should proceed with great caution. Summarizing these are: First, the assurance of increased taxation either locally or by the state to the point where such carriers will be placed on a parity with railroads because of the absolute need of the public for

more money to maintain its highways and the drying up of other sources of revenue for this purpose; second, the feeling on the part of the automobile using public that the highways are designed for private use and are not to be made over into roadbeds for public utility service endeavoring to maintain certain schedules, which almost necessitates their having the right of way; third, the growing belief of the public that the railway which it finds to be essential, steam or electric, should not be destroyed or deteriorated by a competition which divides existing business through the paralleling of lines and does not except in a limited way create new traffic.

The fact has become recognized that the public must eventually pay for the support of two forms of transportation, one of which may be made inefficient by the other without the newer form being able to give a satisfactory service. Coupled with this is the feeling that fair play demands equality of treatment as among carriers; and fourth, the fact that the present time with burdens as light as they are the earnings of the motor buses have not been particularly profitable, and with other problems and increased use of the highways, more regulation and more taxation the prospect for the investor can not be said to be very alluring.

In California the electric railways have found the motor bus and the motor trucks a competitive form of transportation, taking advantage of our highway system, and very destructive to the electric railway interests, which as you know have had hard enough time to survive the competition of the privately operated automobile and the great increase in the burden of their expenses. It is impossible for these electric railways with their experience, none being im-

mune, to feel that the motor bus and motor transportation should be classed with them or that the suggestion should be entertained that the two be co-ordinated, since such co-ordination is absolutely impossible under existing conditions. Every electric railway in California has suffered severely from this competition. Each one has had to make its battle against unfair features of such competition.

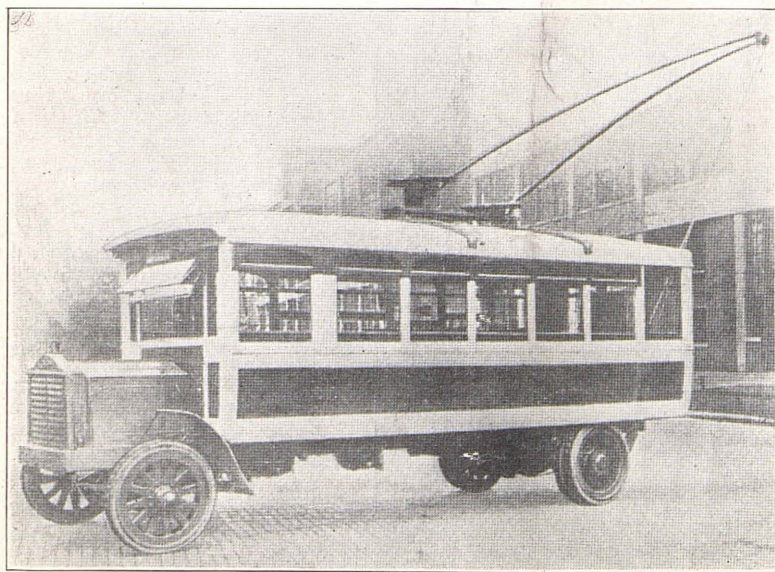
Unification Impossible.

It is true to say that the cities generally, with perhaps only two exceptions, in the whole State, have concluded that in so far as city service is concerned they do not want the jitneys and so far as the two exceptions are concerned if it were possible to justify the extension of the street railway systems I believe they would be very glad indeed to dispense with the other service. A number of the roads under my jurisdiction have used motor buses as auxiliaries and to some extent we are doing that now, though in the northern cities the results were so unsatisfactory that we have discontinued their use. In connection with the Pacific Electric we are enlarging upon our experiments to give such auxiliary service a fair trial. But it is idle to talk of a community of interest between the motor bus companies and the electric railways.

In closing, I am asked to express one strong unanimous view of the electric railways of California. They have had a very bitter and costly experience in dealing with the competition of the motor buses subsidized through the use of the highway systems of the state and its subdivisions. They strongly differentiate between the electric railways, which furnish all their own facilities, and the motor carriers, which furnish nothing but vehicles. They protest as with one voice in attempting to associate the interests of the two. This expression I know is not the result of our electric railway managements naturally having any different viewpoints from those that would be entertained by those elsewhere, but as a result of an experience that has been bitter and disastrous to the interests that they represent. Co-ordination between the companies of the one kind and the other under conditions that now exist cannot be brought about. In legislative questions, in the establishment of new laws, in the maintenance of parallel lines, in the existing inequality of treatment, the conflict is too bitter. Our views are not governed by any theory as to what should be, but by hard facts that each day affect the bread and butter of our lines.

IN INTEREST OF SAFETY

The steel towers for block signal bridges to be erected between Oneonta Park and Newton are on the ground and encourage to believe that the signals will be in operation in the near future,—a real safety movement.



Type of trackless trolley meeting with favor in some sections of the east. Local conditions are not favorable to this class of transportation in California.

DEPARTMENTAL BREVITIES

ACCOUNTING DEPARTMENT

By Mary A. Blackburn

Byron Kennedy has left the employ of the Company, and expects to return very shortly to his home in Canada to engage in business for himself. His cheerful presence will be missed from our midst.

Mrs. Hyatt and Miss Bell left a week ago for Florida, and expect to visit Cuba before returning home. Recent postcards announce a good time, with plenty of wonderful scenery and climate.

M. Clement Smith of the Disbursements Bureau is the father of a new nine pound baby son, and is wearing a perpetual smile these days. It is offered as a suggestion that he be adopted as the mascot of the General Offices' Ball Team.

Supplementing an item in last month's copy of the magazine, we wish to say that Mr. Dennison has three unmarried daughters, instead of the two previously reported. Don't crowd, boys.

R. L. Griffith has departed for San Francisco presumably for a week's vacation, but it is rumored that he is hunting a housekeeper, one who is not afraid to iron. He lays special stress on the ironing, and we are wondering if he is contemplating the opening of a laundry.

PASSENGER TRAFFIC DEPT.

By W. V. Mack

The Famous Players Motion Picture Company on March 11th chose Marengo avenue on our Oak Knoll Line as a location for filming a spectacular scene in one of their new thrillers. Without fatalities, an automobile passed directly in front of two moving trains. The picture was taken with what is known as "slow motion," trains and auto being moved in intervals and then only six feet at a time. The completed picture will make it appear as a very narrow escape and many people will be convinced that movie stars are forced to take some terrible chances. A. H. Fidel, T. P. A., was present as the Company's representative.

Ralph Dimon of this Department, now commutes daily between Redondo and Los Angeles, having recently established the beach city as his residence.

O. A. Smith, Passenger Traffic Manager, being a member of the Optimist Club, was called upon to act as Chairman of the Day at the Club's luncheon on March 16. Running true to form, he handled himself and the occasion very nicely.

Ed. C. Thomas, our genial General Agent, was called upon to act as a juror in several civil cases during the past month. He reports that he was not the cause of any "hung" juries and has some interesting tales to tell regarding his experience.

Effective April 1, R. L. Brainard, Ticket Agent, Main Street Station, had his duties extended so that in the future he will also have charge of the Hill Street Station. Henry Eggert, Assistant Agent, Main Street Station, was transferred to Hill street as Assistant Agent, and Walter Lozan, Ticket Clerk, Main Street Station, will succeed Mr. Eggert.

The foregoing changes were the result of the resignation of Morris Thompson, former Ticket Agent at our Hill Street Station.

Mr. Smith and other members of this department spent several days during the past month attending re-hearings before the Railroad Commission on rate decision of the Commission which became effective on January 1. The "new" evidence presented by several of the cities it is thought was not sufficiently promising to influence the Commission to make any change in its former decision.

ENGINEERING DEPARTMENT

By A. J. Guercio

The first well to be drilled in the Los Nietos Oil Field, was started October 5, 1919 by the Union Oil Company of California, known as Bell No. 1. On October 26, 1921 "the best well in California," was brought in which produced 4,000 barrels of 32 gravity oil every 24 hours, which flow is maintained without interruption. On December 7, 1921 the Union Oil Company started Alexander well No. 1 in which 12-inch casing was placed to a depth of 2,000 feet and then cemented off using approximately ten tons of cement, after which the well was drilled to a depth of 2,060 ft., when the rotary outfit was pulled from the hole for the purpose of renewing the bit and had removed all but 800 ft. weighing about 12 tons, when suddenly the gas broke forth in all its fury throwing all the rotary equipment from the hole, leaving nothing but the 12-inch casing, which in a short time was blown to the surface in small sections as the threads gave way under the mighty pressure. The earth for several hundred feet in the vicinity of the well with the aid of a water sand about 140 ft. below the surface as a distributing agency became saturated with gas, so that a water well some 220 ft. away, tried to outrival its parent in its groanings and sputterings.

The continued eruption enlarged the crater of the gas well to a diameter of 110 ft., having surrounding

walls 15 ft. high. The pressure reached a maximum of approximately 500,000,000 ft. in 24 hours. Twenty three days after its birth it passed out and has since remained quiet. Bell well No. 2 was cemented off at 2,016 ft. with 12½ inch casing but encountered gas at 2,031 ft. and continued drilling to a depth of 2,665 ft. when the well blew out taking all equipment with it. The flow continued for 30 hours before the friction on the casing ignited the gas, causing an immense pillar of fire several hundred ft. high. This flame was smothered by jets of steam and mud and 3 days after the flame was extinguished the gas flow ceased. Howard No. 1 was the last of the gassers and gave the surrounding country within a radius of 500 ft. a mud bath. The gassers were the result of penetrating huge pockets of gas and were useless for commercial production. It was estimated that from the amount of gas blown out that the large container at 7th and Alameda sts., with a capacity of 5,000,000 ft. could be refilled 3,500 times. The Union Company now uses an automatic valve weighing over 2,500 pounds which would prevent these disasters if the casing will remain in the well. It was estimated the loss to wells and equipment alone was \$120,000 and in addition to this was the heavy crop damages as these wells are in the midst of citrus groves and vegetable fields.

Signs of Spring—Miss Cruzen has donned a neat little diamond ring on finger that indicates early resignation from the ranks of the batchelor maids.

Condolence is extended to Mr. Metz in the recent loss of his mother.

S. S. (Jack) Williams is undergoing an operation at the Pacific Hospital. Speedy recovery is what we are looking for.

On the train one day a young engineer fresh from college was airing his knowledge to a stranger who happened to be chief engineer of a well known transcontinental railway. During the conversation the elderly man asked the youngster how it was that the difference in length between the inner rail and the outer rail on a curved track was taken into consideration, reminding him of the action of the differential of the automobile. Well, here was a stunner for the kid, but he promptly replied, to show that he was conversant with engineering problems, "why of course that is taken up by superelevating the outside rail."

PLAN RIVERSIDE AS AN INTERCHANGE POINT

At the instance of the Railroad Commission on request from the Chamber of Commerce at Riverside, arrangements are under way to establish an interchange point between the four railroads, S. P., Santa Fe, U. P. and P. T., for the transfer of freight at Riverside.

TRAINMEN'S MEETINGS

Northern Division Meeting

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club, March 21.

All Divisions met in the Assembly Hall at 8:15 p. m., where Mr. Annable presented Conductor W. S. Drummond, of the Western Division, with a substantial reward for capturing a couple of hold-up men on his train while they were in the act of holding up and robbing his passengers.

The Northern Division members then adjourned to their regular meeting place and was called to order by Chairman Bartholomew at 8:30 p. m., with about twenty trainmen and the Northern Division Staff and Mr. Briggs of the Mechanical Department, present.

Shed Business

Regarding extension of spur at East San Gabriel.
Disposition: No report on action taken on this.

Regarding waste newspapers at end of San Gabriel line.
Disposition: Mr. Peak has taken care of this.

Delay to 11:21 a. m. Short Line train in Depot at 6th and Main.
Disposition: This has been lined up.

Regarding stove being placed in waiting room at Euclid Ave., Upland.
Disposition: This has been done.

Regarding mud and dirt on track at crossings between Ganesha Jct. and Pomona Jct.
Disposition: This has been taken care of.

Delay to 7:41 a. m. Short Line, on viaduct.
Disposition: This has been lined up.

Regarding moving the ticket office from its present location, to the Chamber of Commerce Building at Ontario.
Disposition: This could not be worked out, but suitable signs have been placed at this agency, as well as at various points, directing attention of the public; better results are being obtained at this point.

Regarding delay to Short Line trains at Valley Jct. by San Bernardino outbound trains not pulling up far enough, when stopping to load passengers at that point, to clear the block.
Disposition: This has been checked up and found that it can be handled without going to the expense of placing posts or marks for clearing points.

That the number of passengers riding on trip passes be placed on the pass.
Disposition: This is being done.

Regarding S. P. passes over our lines covering two Divisions on one trip pass.
Disposition: This has been corrected.

Doors on markers loose and allow wind to blow them out, markers on car 720 in particular.
Disposition: This has been remedied.

That the crossover switch north of the carhouse, Pasadena, be set for the crossover.
Disposition: On account of two-car trains switching in and out of carhouse at times, and danger of splitting the switch, it was decided that it is best to leave it lined up for the main line.

New Business

Communication from E. B. Griffin suggesting that the notice book now at Rubio be moved to Echo Mountain.
Disposition: This will be done.

Motorman McDaniels, that circuit breaker at Echandia Jct., on the outbound track be moved south between the Junction and carhouse.
Disposition: Referred to Mr. Belt to take this up with Mr. Anderson's office, also to write Mr. Anderson a letter requesting him to take the matter up with the Operating Department in regard to location of breakers when placing new ones.

Conductor L. A. Polk, that the circuit breaker, outbound track at Vineland be moved south; that it would not interfere with trains getting headway after making the safety stop at that point.
Disposition: This was up before and decided that, under the circumstances, the present location was the best place for it.

Conductor Gosnell, that the crossover at Sierra Vista be lined up for the crossover.
Disposition: On account of the extra expense of maintaining the switch and there being more chance of derailments on account of not pulling up far enough to clear the switch, it was thought advisable to leave it lined for the main line.

Conductor Polk, that one trip sheet be used through from Los Angeles to Redlands, on account of it being inconvenient for conductors and not having time to copy numbers of tickets and triplex, etc.
Disposition: This will be taken up with the Accounting Department.

By Conductor R. B. Snedaker, that the indicators cannot be properly lined up on account of ribbons and rollers being out of order. Mentioned car 1206, ribbons out; car 1208, rollers could not be turned.
Disposition: Referred to Mr. Green.

By Mr. R. E. Riordan, that car 143 had a single bar which is used for a gate and passengers don't notice it when boarding cars and bump their heads on it.
Disposition: Referred to Mr. Briggs to place an "Entrance at Front End" sign on this bar until it can be replaced with a double bar.

By Motorman L. C. Paulson, that a bank of lights be placed at the Sierra Vista crossover, on account of it being dark there when changing ends and trolley.
Disposition: This will be considered.

By Mr. Paulson, Stop sign at Center Street not in proper location.
Disposition: Referred to Mr. H. L. Wigam to look it up and have it properly placed.

By Motorman Roy Garst, that some of the cars have wavy glasses in motorman's window; mentioned car 532 in particular both ends.
Disposition: Referred to Mechanical Department.

By Motorman Sloan, that the car stop sign at Stanford St., Lamanda Park, should be moved, on account of this being a new street and sign not properly located.
Disposition: Referred to Mr. Rodenhouse.

By Conductor Bartholomew, that lights be installed in telephone booth at Hygia and all register booths supplied with lights and a telephone headset, so that the conductor could use both hands in writing orders and registering.
Disposition: A light will be installed at Hygia and a booth equipped with a headset to see how it works out.

By A. P. Smith, that a cluster of lights be installed at Newton, on account of it being a dark crossing.
Disposition: As a wig-wag has been

placed there, it is not necessary to have a bank of lights.

By Motorman Sloan, that blue signs be placed on dash reading Brookside Park, on the Orange Grove cars, and Busch Gardens on the South Loop cars.

Disposition: Referred to Mr. Rodenhouse.
By Brakeman S. J. Kernick, that water be piped to or near the yardmaster's office at State Street, as there is water piped to the toilet about 250 feet from yard office the cost would not be great.

Disposition: Referred to Engineering Department.

Southern Division Meeting

The regular monthly meeting of the Southern Division trainmen was held on March 21st, at the Pacific Electric Club.

Preceding the regular order of business, all Divisions met in the Assembly Room at 8:00 p. m., where General Superintendent Annable, on behalf of the Company, presented Conductor W. S. Drummond, of the Western Division, with a voucher for \$250.00 in recognition of his valor in subduing and arresting two armed bandits who held up and attempted to rob the passengers on his car, in December, 1921.

The regular order of business was proceeded with, Chairman Mulligan calling to order at 8:30 p. m., there were present Superintendent Davis, Assistant Superintendent Taylor, Staff members, and 10 trainmen.

New Business

By Conductor V. Wahl, that speed restrictions should be bulletined, covering operation at 9th Street and Stanford Avenue.

Disposition: Mr. Taylor stated that time table rules are very explicit as to operation over city streets, and should be complied with in every case.

By Mr. Mulligan, that towermen be instructed as to train precedence through Watts interlocking plant; Long Beach trains, inbound, are frequently seriously delayed by towermen giving preference to inbound Santa Ana and Redondo trains.

It was explained that the approach of all trains was indicated by annunciator, and they were routed through the plant accordingly. Also, that Redondo trains have no lay-over time at 6th and Main, merely stopping to unload and load, and then proceeding through the station, and these trains naturally would have preference.

Disposition: Mr. Davis will have the situation checked up to see if any improvement can be made.

By Mr. Wahl, that switch leading to carhouse from local tracks, is again in need of attention; point fits too tightly against stock rail and when switch lever is released it flies back with considerable force and liable to injure trainmen unaware of the conditions.

Disposition: Referred to Superintendent Bradley of the Northern Division.

By Conductor E. J. Davis, that some delays to service on Main Short Line trains were eliminated if Pasadena Short Line trains were permitted to load and unload passengers from front end.

Disposition: Referred to Superintendent Bradley for consideration.

By Conductor Davis, that quite a few passengers on Watts local cars insist on riding car down to carhouse at Watts, instead of leaving car at station; some crews permit it, which is dangerous for passengers on account of so many trains moving through the yard.

Disposition: Mr. Davis stated that the station was the passenger terminus of the Watts local cars and no passengers should be carried beyond that point.

Mr. Taylor referred to last coasting report, and congratulated the Southern Division on still holding first place. It was to be noticed, however, that the other divisions were getting pretty close and motormen should make every effort to improve their individual records, so that the division can stay in the lead. Conductors can help their motormen a great deal by giving bells promptly after passengers are safely on and off; also by giving stop bells far enough ahead to allow motormen to throw off power and coast to a stop.

Mr. Taylor also referred to carelessness in keeping heaters on in mild weather and turning the middle of the day; failing to turn off lights and heaters when putting cars away. Also when putting cars away

BRAVE ACT BRINGS CASH REWARD

A BRIGHT spot in the Transportation Department meeting of March 21st was the presentation to Conductor Drummond of \$250.00 by General Superintendent Annable, as a mark of appreciation from the Company for his bravery in capturing two hold-up men on his car the night of December 26, 1921.

At the point of a gun these men were robbing the passengers on the car, but when they came to Drummond he grappled one of them and thrust him against the other in such a way that the gun could not be used and with the assistance of his Motorman and passengers overpowered them and turned them over to the police. It was a nery thing to do and Drummond got a big "hand" when the reward was handed him.

in the yard, to always pull trolley down, but when putting away in carhouse, trolleys should be left on the wire.

Mr. Button directed attention to the practice of some conductors throwing away collected identification checks instead of sending them in.

There being no further business before the meeting, adjourned at 9:00 p. m.

G. H. GRACE,
Secretary.

By Motorman Paulson, that a hook be placed in switch at crossover at Sierra Vista, instead of a lock.

Disposition: Referred to Engineering Department to make the change.

There being no further business, meeting adjourned at 9:00 p. m.

H. L. WIGGAM,
Secretary.

Western Division Meeting

The trainmen of all Division assembled in the Committee Room of the Pacific Electric Club, on March 21st, at 8:15 p. m., before proceeding with their respective meetings, where they were addressed by Mr. Annable, General Superintendent, who, on behalf of the Pacific Electric Railway and its Officers, presented to Conductor W. S. Drummond a voucher for \$250.00 in appreciation of the apprehending of two bandits by Conductor Drummond when they attempted to hold up and rob himself and passengers on the night of December 26th, 1921.

The Northern and Southern Divisions then retired to their regular meeting places and the assembly of Western Division trainmen was called to order by Chairman J. Hanselman. The attendance numbered 34 trainmen; Mr. Wilson and staff members and Mr. Glancy of the Traffic Department.

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

New Business

By Conductor P. W. Porter: Suggested that some means be provided in Trainmen's Room at Sherman so that trainmen could have drinking water.

Disposition: Referred to Mr. Stuart.

By Conductor K. U. Sorensen: Spoke of the new club room pending for Ocean Park.

Disposition: Mr. Wilson stated that we would have to be patient.

By Conductor Sorensen: Wanted to know if some arrangement could not be made for Conductors on Sawtelle or Venice Short Line to honor return portion of tickets sold from Hollywood to the beach to Los Angeles by accepting the difference in fare.

Disposition: Mr. Glancy stated that at present there was nothing else to do but turn them down, collect correct fare, and let passenger collect refund on return portion of Hollywood ticket.

By Conductor H. C. Porter: Suggested that transfers from the Western Avenue Line be made up in different colors with respect to direction in which they are good and inner and outer zone. This to save time in unfolding them when large loads are boarding car.

Disposition: Mr. Glancy said this would increase the number of transfer forms which is not desirable.

By Conductor K. U. Sorensen: Wanted to know if an improvement could not be made on Santa Monica transfer, making the suburban and beach transfer all on one form.

Disposition: Mr. Glancy stated that such a form was in stock but they were waiting for the old form to be used up.

By Conductor K. U. Sorensen: Referred to unsanitary condition of telephone booth in Venice Yard where Hollywood and Venice cars turn around. Suggested that booth be removed.

Disposition: Mr. Wilson stated this matter would be given consideration.

By Motorman J. H. Arnold: Suggested that switch leading into house track at Van Nuys station, which is a chain pull, be changed to a lever pull, this on account of one man sometimes being required to shove cars on to this track.

Disposition: Referred to Mr. Johnson.

By Motorman H. J. Delmer: Suggested that outbound stop at Vermont and Hollywood Blvd., be made at safety station, the same as inbound.

Disposition: This matter has been up before and turned down; will look into it again

as conditions may have changed at that point.

By Motorman H. J. Delmer: Suggested that lights be placed in the two tunnels between First Street and Sunset Blvd. People are walking through them and it is hard for the motorman to see them.

Disposition: Lights only encourage trespassing.

By Conductor F. B. Owen: Suggested that orders be issued to conductors and collectors at Sanborn Junction to use a uniform method of collecting fares and issuing identification checks.

Disposition: This matter is covered by Notice No. 331 of January 30th, 1922.

By Motorman H. E. Harris: Suggested that motormen open front doors arriving at Sanborn Junction and allow passengers to board car, as collector or conductor gets either a fare or a check from every one leaving that point, making it unnecessary for all passengers to enter at the rear.

Disposition: This matter will be further looked into.

By Conductor H. C. Porter: Stated that some of the collectors at 9th Street, 7th Street, etc., were collecting outer zone fares, issuing identification checks for same, and issuing inner zone transfers, thereby causing altercation with passengers.

Disposition: Will look into this matter. Probably caused by new men being sent out as collectors.

By Conductor W. S. Drummond: Suggested that switches be put in both end of cars so that conductor would not have to fight the crowds to turn off the lights when coming out of tunnel.

Disposition: This has been up before and cars are being so equipped as they go through the shops. The new cars will be so arranged for the motorman to take care of the lights.

By Conductor E. E. Wilcox: Suggested that Vineyard cars display "Los Angeles" sign on front end, as some people do not know the destination of the cars marked "Vineyard."

Disposition: Believed that most of the people knew that these cars came to Los Angeles—not necessary to change signs.

By Conductor E. C. Brown: Suggested that the Laurel Canyon and Gardner Junction signs all be made to read the same.

Disposition: This was up before and it was understood that these dash signs would be made to read Gardner Junction and Laurel Canyon both on the same sign.

By Motorman T. M. McCarley: Wanted a telephone and a cluster of lights installed at Temple Street.

Disposition: Matter of telephone at this point has been up before. It would be necessary to run wires through the tunnel as city ordinance does not allow open wiring at Temple Street.

By Conductor E. C. Brown: That the handling of Dash signs be assigned to one particular run to carry them to the proper

end of the line. Shortage of dash signs is caused by them getting at the wrong end of the line and being allowed to accumulate there.

Disposition: Will be looked into.

By Motorman S. J. Broswell: That crossover wire be put in at Bunker Hill and Sunset, or else a box switch, as many cars are now using this crossover.

Disposition: Matter of crossover wire referred to Mr. Anderson.

By Conductor K. U. Sorensen: Suggested that signs for Sawtelle Main Line be of a distinctive color—passengers see a blue sign and think it is a short line. Would like to have all signs red for the Sawtelle Main Line.

Disposition: Referred to Mechanical Department to arrange for this.

By Motorman S. J. Broswell: Spoke of the many flat wheel reports turned in regarding 800-Class cars. This matter was discussed by nearly all motormen present and all seemed to be of the same opinion that brakes on these cars are not properly adjusted, that is, they are being adjusted by piston travel. It was the general opinion of all who commented on the matter that if these brakes were adjusted with respect to the clearance of the brake shoe from the wheel, that better results would follow.

Disposition: Referred to Mechanical Department for consideration and detailed report as to practicability or not and why.

By Motorman P. A. Timm: Complained that windows of cars are not kept clean.

Disposition: Referred to Mechanical Department for attention.

From Suggestion Boxes

From Motorman J. L. Spence: Please allow me to suggest that using shades on cab doors to motorman's left side approximately 16 inches shorter (at bottom) would not detract from their usefulness as a shade deflector but would be a great convenience to motormen in observing the time, position of handles, etc., also giving sufficient light through glass part of door on to gauges. Thus it seems to me the expense of the gauge lights may be eliminated as well as a considerable saving in curtain material effected. One cord in the center of curtain at the bottom extending downward to wooden part of door would suffice, or a cord at each end would be much better as this would prevent curtain flopping which is very annoying at times.

Disposition: After discussion by most motormen present it was decided that the present motorman's curtain would be hard to improve upon.

Election of a new chairman for the next quarter was called and the present chairman, J. Hanselman, was re-elected.

There being no further business, the meeting adjourned at 9:40 p. m., to the Auditorium for refreshments.

M. B. MORRIS,
Secretary.

Have a heart! Cap, Have a heart!!



—Kansas City Gas & Electric Co.

NEWS FROM THE PACIFIC ELECTRIC CLUB

CALENDAR

- Monday, April 10**
P. E. Band Rehearsal at 8 p. m.
- Wednesday, April 12**
Rod & Gun Club meeting at 8 p.m.
- Thursday, April 13**
"Jazz Souvenir" Dance in Auditorium at 8:30 p. m.
- Friday, April 14**
Regular Movie Show in Auditorium at 7:45 p. m.
Northern Division Safety Committee Meeting at 2 p. m.
- Monday April 17**
P. E. Band Rehearsal at 8 p. m.
Electrical Department Meeting for all employees of the Electrical Department. Refreshments served after meeting.
- Tuesday April 18**
Transportation Meeting, all divisions at 8 p. m.
Refreshments served after meeting.
- Thursday, April 20**
"Lucky Spot" Dance in Auditorium at 8:30 p. m.
- Friday, April 21**
Regular Movie Show in Auditorium at 7:45 p. m.
General Staff meeting in Assembly Hall at 10 a. m.
- Monday, April 24**
P. E. Band Rehearsal at 8 p. m.
- Thursday, April 27**
Dance at Venice Dancing Pavilion, see special flyer with full instructions. No Dance at P. E. Club.
- Friday, April 28**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, May 1**
P. E. Band Rehearsal at 8. p. m.
- Tuesday, May 2**
Mechanical Department Meeting for all employees of the Mechanical Department at 8 p. m. Refreshments served after meeting.
Pacific Electric Club Executive Committee meeting in Assembly Hall at 2. p. m.
- Thursday, May 4**
"Oriental Jazz" Dance in Auditorium at 8:30 p. m.
- Friday, May 5**
Regular Movie Show in Auditorium at 7:45 p. m.
Southern Division Safety Committee meeting in Assembly Hall at 2 p. m.
- Monday, May 8**
P. E. Band Rehearsal at 8 p. m.
- Tuesday, May 9**
Western Division Safety Committee meeting in Assembly Hall at 2 p. m.
- Wednesday, May 10**
P. E. Rod and Gun Club meeting at 8 p. m.

NEW BOOKS RECEIVED

Mr. R. H. Savage, Track Foreman, Sherman of the Engineering Department has donated the Club sixteen complete volumes of the works of E. P. Roe. This is certainly a handsome lot of books and the Club Management thanks Mr. Savage heartily for his donation.

The titles of the books are as follows:

Without A Home.
His Sombre Rivals.
A Young Girl's Wooing.
A Knight Of The XIX Century
He Fell In Love With His Wife.
What Can She Do.
From Jest To Earnest.
Near To Natures Heart.
A Day Of Fate.
An Original Belle.
Opening A Chestnut Burr.
Natures Serial Story.
A Face Illuminated.
Success With Small Profits.
Driven Back To Eden.
Barriers Burned Away.

URBITA SPRINGS PARK NEWS

Urbita Springs Park has been undergoing a general clean-up since the closing of the Twelfth National Orange Show on February 28th, and will soon look natural again.

Mrs. J. E. Neville, wife of J. E. Neville, Brakeman Southern Division donated the Club three new books: A Daughter of the Dons, by William M. Raine; Cease Firing, by Mary Johnston; and The Passionate Friends, by H. G. Wells. The Club extends Mrs. Neville a vote of thanks for these books.

Mrs. C. R. Williams has donated the Club a book entitled "The Gringos," by B. M. Boyer.

"The Land of Golden Dreams," a motion picture produced under the direction of Joseph Mattingly, in which the Pacific Electric is interested due to the fact that most of the scenes were taken at points in Southern California reached by the Company, as mentioned in the March magazine, will have its first showing at the California Theater in Los Angeles during the week commencing Sunday, April 23rd. The following week it will appear at the California Theater, Venice.

This will give us an opportunity to see how the territory we serve will look on the screen as it is shown throughout the East and Middle West.

MOVIE PROGRAM

MAIN FEATURE—Engagement Extraordinary—Betty Compson in "The Green Temptation."

See Betty Compson, the Dancing Flame of Paris!

Dances—more sensational than you have ever seen before.

Thrills—of the Paris underworld and the jewelled ball rooms of society.

Romance—of a beautiful dancing girl and her struggle to love and happiness.

Harold Lloyd with Bebe Daniels and Snub Pollard in "The Non-Stop Kid."

PATHE REVIEW: The Dance of the Huntress—M'lle Gapska in a dance contrived from a drawing by Julian Ollendorf.

The Mountain Runners—A slow motion study of the big horn sheep, taken by the Pathe Slow Motion Camera.

Tigers of the Surf—How they get the big channel bass on the New Jersey coast; produced by Eltinge Warner of Field and Stream.

Pathe Color—A little trip to the wonderful mud spring of Yellowstone National Park.

Friday, May 5th

MAIN FEATURE—Wallace Reid in "The World's Champion."

Gunboat Williams—pug with the pile driver punch, "some son," you'll say, for a nice respectable papa, mixing it with lords and dukes! Some lover for a lady fair, queening it over society's elite!

But Hurrah for a lad that was never licked! And—come see'em fall for Gunboat! Six joyous reels to a finish with beauty and class at the ring-side.

MACK SENNETT COMEDY—"Sheriff Nell's Tussle" with Polly Moran, Ben Turpin and Billy Armstrong.

PATHE REVIEW—Tile Tales—from the clay to the bathroom.

Hold Your Horses—Expert horsemanship as revealed by the Novagraph Slow Motion Picture camera, with the New York City mounted police as the subjects.

Capital Travels—by Hy Mayer—Underneath the "Big Top;" taking a peep at the circus.

Pathecolor—An old Indian legend, telling where the pond lilies got their colors.

Friday, May 12th

MAIN FEATURE: "One Glorious Day" featuring Will Rogers and Lila Lee. A Sunburst of Joy, exposing the gosh-awful deeds of a timid bachelor who started to fight.

For a battling soul fluttered down to earth seeking a body that needed pep, and sneaked inside of Professor Ezra Botts.

Then—cabaret cuties, bar brawlers, city grafters, and love! See Ezra tackle'em all—and win.

A picture made just for fun! With the happy appeal of Will Rogers and charm of Lila Lee shining through an hour of gorgeons entertainment!

MACK SENNETT COMEDY—"Two Tough Tenderfeet" with Ben Turpin, Polly Moran and Charlie Lynn.

PAHE REWIEW: The largest relief map in the world—The U. S. Marines make a huge detailed map of the Chateau Thierry Sector.

Stinging the Landlord—Dr. Ditmars shows how the wasps do it.

Berry Time—The strawberry fields are busy 'way down in Florida.

Speed and Sport—The Pathe Sle Motion Camera makes an analytical study of two hand-ball experts.

Pathecolor—The city of fables and gambles, Quimper, Brittany.

May 21, 1922

MAIN FEATURE: Engagement Extraordinary—"Moran of the Lady Letty." Featuring Dorothy Dalton and Rudolph Valentino.

This is without question one of the most stupndons productions ever filmed. Three sailing vessels were chartered for the picture and the scenes around Meiggs Wharf and San Francisco were made aboard ship, outside of the world-famed Golden Gate and in Magdalena Bay. The scenes and fights with Kitchell's gang of bloodthirsty miscreants, struggles with mutinous sailors, the blowing up of the Lady Letty, the sensational attempt to raid her by Kitchell's gang and the rescue of Moran, scenes of a fashionable afternoon tea in San Francisco, and a grand ball at a magnificent hotel, make up one of the most colorful pictures ever screened.

COMEDY: Hal Roach and Snub Pollard in "The Jail Bird."

PATHE REVIEW: The Newest Thing in Picture-Printing—The cameraman of the Pathe Review visits the New York Times and learns how they make the Rotogravure of the Sunday edition.

Capitol Travaloughs—by Hy Mayer—"In the Silly Summer Time;" what some people do to amuse themselves.

ROD AND GUN CLUB NOTES

By Griff

Another shoot was held Sunday, March 19th, a record-breaking throng attended and another page of history was written at the 16-yard limit of the Los Angeles Gun Club. All the "old timers" were there, Motormen, Conductors, Trainmasters, Linemen, Foremen, all were present. Some out of curiosity, others through interest and still others to participate in the big out-door sport. Fred Teeple could be seen and heard here and there as he dodged between, before, under and about. He was "about" the busiest little man in the entire outfit. A vast number of others—professionals, critics, cowpunchers, woodsmen and businessmen—also attended.

With this cosmopolitan crowd as spectators, our boys, the Pacific Electric Blue Rock Team, lined up to shoot out a good average regardless of their critical eyes. We are sure there wasn't one among our bunch who was not fortified and equipped with "good intentions," but they—like feinting ladies—need carrying out—as will be outlined a little further on.

But to put things in their chronological order, we really should start off with Leonard A. Biehler, of Atwater and Los Angeles, known to his personal friends as "Wilecat," who we understand was ready to begin and was stationed on the ground a whole half hour before the gates were opened and the weapon the 'Wilecat' carried was a wicked looking, double-eared, prehistoric "gat" of unusual dimensions and obviously on account of this fact, together with his short reach, we noticed the stock of his gun had been depleted some several inches. As a mere suggestion, of course, we believe this and the over amount of "doctoring" to which it was subjected somewhat effected friend Biehler's markmanship.

Next in order came Volkhart and McLeod, both of whom on account of theorizing and an unavoidable accident, were displaced from the team by Field Captain Manley and Williams. It seems that Volkhart's trick

safety went on a strike which resulted in the accidental discharge of the double barrel and which completely got his angora. Our friend, McLeod, who is very fond of "Five Brothers"—if you know what that is—was understood to have propounded the theory of firing first and calling for the bird afterwards, thereby letting the bird fly into the discharge which result would prove fatal (he had it all figured out)—but it didn't work. Nevertheless, these boys must be credited with the efforts expended and expect to climb back on the team in due time. This is what we refer to, among other things, when we say "good intentions need carrying out."

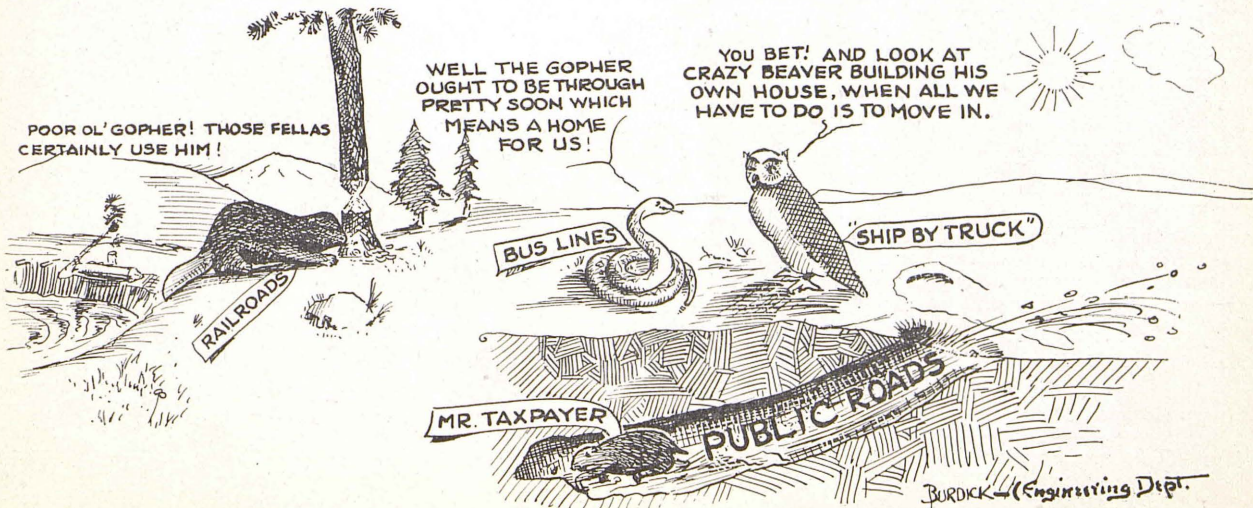
And—but, now wait a minute, we all want to know just how this team now lines up and the scores they made:

H. L. Wiggan, 214x250	equaling	85.6 per cent
H. Williams, 169x200	equaling	84.5 per cent
L. R. Spafford, 167x200	equaling	83.5 per cent
B. F. Manley, 125x150	equaling	83.3 per cent
K. L. Oefinger, 121x150	equaling	80.6 per cent

It will be noted here that Spafford has sacrificed second place to Williams, who displaced Volkhart, and that Manley ousted McLeod, thereby taking fourth place on the team while Oefinger dropped to fifth place. Such is the spice and essence of competition. Next month it is quite likely that some new names will be seen on this team. This is no place for an inconsistent shooter; he must be up and going all the time to prosper on this team.

The following are the beginners and the prizes they carried away, together with their scores:

W. J. Hodge	80x100	1st prize (gold stickpin)
J. G. Rice	40x 50	2nd prize (sterling silver belt buckle)
W. R. Fielder	32x 50	3rd prize (dollar point pencil)
T. L. Griffin	30x 50	4th prize (oriental incense burner)
J. D. French	25x 50	
L. A. Biehler	20x 50	



R. S. Harmon 18x 50
 E. J. Haskell 8x 25
 L. Antista 11x 50

It will be interesting to note that at least two of the above were rank beginners, never having shot over a trap before, and they are E. J. Haskell and W. R. Fielder. These boys say its great and are going to be on hand with another of their class in the person of M. L. Rodda, at the next monthly shoot. Want to call your attention to the record of W. J. Hodge, who walked away with first prize, averaging 80 per cent. Unless we miss our guess this boy is going to work his way on the Blue Rock.

And the amateurs are:

Jake Goepfert 56x75
 L. F. Volkhart 55x75
 A. B. McLeod 50x75
 H. Smith 42x50

Among the vast audience were the Messrs. D. E. Plank and M. L. Rodda who were very interested spectators. Myron says his education has been somewhat neglected in this sport and promises to be among those present at our next meet when he and Haskell will vie for the honors of the day.

In general, the members of the club were very well pleased with the attendance and if things keep on moving as they have been, we'll just naturally have to lease Teeple's Club for our own personal use.

Messrs. Biehler and Haskell accept with pleasure the challenge extended by Don Batman and Freddie Bixenstein, they having declared to the extent of a goodly sized prize that their marksmanship would excell in a 25 bird event.

NEW RECORDS PURCHASED

New Victor Records purchased by the Club Management for the month of March 1922:

They Call it Dancing.....Fox Trot
 Dear Old Southland.....Fox Trot
 Tell Her At Twilight.....Fox Trot
 Persianna(Oriental) Fox Trot
 I'll Be Glad to Get Back to My
 Home Town....American Quartet
 Weep No More My Mammy....

REDONDO BEACH NEWS

Rich Clark, who is convalescing from his very serious illness, was a visitor at the beach a few Sundays ago, and was welcomed by many old friends. Rich is looking much better, and hopes to take up his duties as manager of the dance pavilion again about the first of May.

The concessions on El Paseo between Spanish Kitchen and Lightning Racer, are being torn out and a new amusement concession known as "The Dodg'em" will be installed, together with "Derby Racer" and other minor concessions. This will make a wonderful improvement in this part of the waterfront, as the Dodg'em has proved very popular at other resorts.

He: "Girls are prettier than men."
 She "Why, naturally."
 He: "Artificially."

A MESSAGE TO MEMBERS OF GUN CLUB

Hark! ye knights of the forest and expert fishermen. When was your last attendance at YOUR club, or has it been so long ago you do not remember—in which case we chide you with shame and when we tell you of the wonderful times, the chain of events, surprises, entertainments, etc., that have come to pass, we know you'll regret your negligence and repent by honoring this organization, OUR organization, which you have pledged to support, with your presence at our next regular meeting.

Even to the many members who never miss a meeting, there will appear various noteworthy and elaborate changes and even they will have to look twice to recognize our spacious and elegant clubroom.

The dividing wall, or partition, separating us from the Library room has been taken out, the Library room moved and the two rooms consolidated. A large and attractive fireplace

running into a great protruding chimney with its wide and electrically lighted mantle-piece compels your attention as you enter; the next thing that catches your eye is the brilliantly lighted cabinet which houses a multitude of dazzling prizes to be awarded for the season. The walls and ceiling have been retinted and harmonize in color to the atmosphere of the room.

Owing to the precautions taken last month against the "flu" which was at that time prevalent, it was deemed advisable to cancel our meeting. However, it will be made up for on the 12th of April—and we understand a secretly arranged entertainment has been prepared which will be a surprise feature and thoroughly enjoyed.

We are looking for a big crowd of members and applicants April 12th and want each member to make it his business to be present and bring a new member along. We know whereof we speak when we say everybody is going to enjoy themselves.

**PACIFIC ELECTRIC COMPANY
 OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
 ACCOUNTS—FEBRUARY, 1922**

Interest on Bonds and Other Debt	326,618.60	
Passenger Revenues		\$ 927,272.38
Freight and Switching Revenue		312,724.11
Other Revenue		75,766.82
Total Railway Operating Income		\$1,315,763.31
Total Railway Operating Expenses:		
Wages	630,531.75	
Other Charges	331,732.53	
Transportation for Investment—Credit	1,538.47	960,725.81
Revenue Less Operating Expenses		355,037.50
Depreciation	22,247.42	
Taxes Assignable to Railway Operations	74,467.42	
Total Depreciation and Taxes		97,714.84
Revenue Less Operating Expenses, Depreciation and Taxes		257,322.66
Non-Operating Income		1,305.27
Net Revenue		258,627.93
Interest on Bonds and Other Debt	326,618.60	
Rents and Miscellaneous Income Deductions	55,969.07	
Total Deductions		382,587.67
Net Loss for month		\$ 123,959.74
Net Loss for 2 months		\$ 195,209.29

ACCIDENT COMPARISON FOR FEBRUARY.

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interference with vehicles	94	88	73	58	134	86
Collisions and interferences with cars ..	3	8	6	8	6	5
Persons struck by cars	6	1	5	2	7	4
Derailments	5	12	11	26	13	9
On and off moving cars	9	28	22	22	27	42
Miscellaneous	17	31	18	22	24	23
	134	168	135	138	211	169
	1922	1921				
Interferences with vehicles	401	232	72.8%	Increase		
Collisions and interferences with cars	15	21	27.5%	Decrease		
Persons struck by cars	18	7	157.1%	Increase		
Derailments	29	47	38.2%	Decrease		
On and off moving cars	58	92	36.9%	Decrease		
Miscellaneous	59	76	22.3%	Decrease		
	480	475	1.05%	Increase		

CONDUCTORS DO YOU KNOW?

That circular P. D. No. 954, contained in your tariff file, explains thoroughly the method of collection of fares, issuing and honoring of transfers, honoring of Police, Mail Carriers and Firemen's badges and passes, annual passes, 40-ride school commutation tickets, also various other matters pertaining to local cars operating within Los Angeles zone limits?

That on the back of each inner or outer zone transfer is printed the transfer points and direction in which it may be honored, according to line from which issued as shown by punch mark on face of same.

That on Page Nos. 2 and 3 of Local Tariff No. 817, is explained proper fares to collect for children on local or interurban trains.

That Page 5, Local Passenger Tariff No. 817, explains local fares within cities, also zone limits on each local line between which such local fares or 40-ride school tickets apply.

That rules governing the application of those fares named in tariff pages are shown on back of each individual tariff page for each line, which should be studied carefully.

That one way, round trip or commutation tickets reading between Los Angeles and Alhambra, apply also from or to either La Senda or Garfield Avenue (Ramona Park).

That tickets reading between Los Angeles and either La Senda or Garfield Avenue (Ramona Park) apply only between specific points between which such ticket reads.

That all fares and tickets reading between Los Angeles and Villa, Sunnyside Avenue or Sierra Madre, apply through Pasadena, via Pasadena Short Line, Oak Knoll Line or South Pasadena Line, as well as via Sierra Madre Line direct.

That exchange checks must not be issued to or from local cars at Sierra Vista or Watts.

That Bulletin P. D. No. 459-E explains the honoring of tickets issued by other railroads, Government Requests for transportation, cash coupons, issuance of P. C. R. cash fare receipts, card receipts, Form P-34, as well as various other matters pertaining to the duties of passenger conductors.

That many of our patrons, particularly strangers, are not familiar with the zone limits of Los Angeles and appreciate your assistance in explaining such matters to them.

That Saturday and Sunday holiday tickets to the beaches may be issued in exchange for cash coupons forms C. C. 3 and C. C. 4. Conductor's special tickets, Form C-29 for Redondo Line points and Form C-30 for South Coast points, should be used. Cash coupons and auditor's stub of special ticket should be pinned together.



The Pacific Mutual Life Insurance Company of California

Issues the

"Pacific Disability Policy"

Sold Exclusively to Electric Railway Employees

Pays Accident Indemnity as long as you live for injury which totally disables.

Pays Illness indemnity for confining illness as long as you live.

Insure Today and Be Prepared for Loss of Time.—See Our Agents

Agents are located at the following points

J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

F. Clarence Putz, Riverside, San Bernardino and Pomona

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

429 Central Bldg., 6th and Main Sts., Los Angeles

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of Railroad Watches.*

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NEW TUNNEL PROJECT

(Continued from page 12)

and the cars operated over Hill street and Echo Park avenue, will continue to be operated the same as at present to take care of the local traffic.

Tremendous Expenditure

While it is estimated that the tunnel will cost \$1,850,000, and the new cars will cost approximately \$900,000, it will mean an expenditure by the Pacific Electric of approximately \$2,750,000 for the new improvements.

There are operated over 6th Street between Los Angeles and the Glendale-Burbank District 129 trains per day, and the removing of these trains from 6th Street will mean a tremendous improvement on this over-congested street.

There are operated between Hill Street station and the Hollywood district 1029 cars per day, and between Hill Street station and the San Fernando Valley 43 trains per day, and the taking of the major portion of these trains from Hill Street will likewise mean a decided improvement in the congested condition.

While the Hill Street station will be at grade as it is at present, the tunnel is to be set back from Hill Street 50 feet, so that the street frontage can be used for store car purposes, and the work will be carried out with a view of eventually constructing a subway to carry the Santa Monica Bay District trains over the same right of way as will be used by the Hollywood trains as far west as Maryland Street, and the terminal will be constructed to eventually build a large office building over the present Hill Street station site.

**ASSOCIATED
OIL COMPANY**
SAN FRANCISCO

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

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and Better Year of Satisfied Customers,**

is my earnest desire, to sell a watch is nothing, to sell a watch and make a customer and friend is different, we are different, our customers are our friends.

P. J. FLAHERTY & CO.

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Twice a Day*

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Cigars Toilet Articles Candies

**CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES**

AS MADE TO THE COMPTROLLER OF THE CURRENCY
AT THE CLOSE OF BUSINESS
MARCH 10, 1922

ASSETS	
Loans and Discounts.....	\$24,051,223.58
United States Bonds to Secure Circulation.....	1,500,000.00
United States Bonds and Certificates of Indebtedness.....	3,069,024.12
Other Bonds, Stocks and Securities.....	1,542,252.15
Bank Premises.....	457,570.32
Customers' Liability on Letters of Credit.....	180,778.49
Customers' Liability on Account of Acceptances.....	4,270.50
Redemption Fund with U. S. Treasurer.....	75,000.00
Interest Earned, uncollected.....	119,805.05
Cash on Hand.....	\$1,934,418.75
Due from Federal Reserve Bank of S.F....	2,334,456.77
Due from Banks.....	2,939,275.45
	7,208,150.97

LIABILITIES..	
Capital Stock Paid in.....	\$1,500,000.00
Surplus.....	1,500,000.00
Undivided Profits.....	821,155.66
	3,821,155.66
Reserved for Taxes.....	21,768.64
Reserved for Interest.....	52,514.18
Unearned Discount.....	39,741.61
U. S. Government Securities borrowed.....	446,000.00
Other Bonds Borrowed.....	500,000.00
Letters of Credit.....	200,609.94
Acceptances Based on Imports.....	4,270.50
National Bank Notes Outstanding less amount on hand.....	1,494,000.00
Bills Payable with Federal Reserve Bank.....	600,000.00
Rediscounts with Federal Reserve Bank.....	1,100,000.00
DEPOSITS.....	29,928,014.65
	\$38,208,075.18

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: Wm. Lacy, H. W. Keller, F. S. Coates.

WE PAY INTEREST ON TIME DEPOSITS

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

**THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES
Corner of Fourth and Main Streets**

OFFICERS

J. A. GRAVES, President

T. E. NEWLIN, Vice President	E. L. POWEL Asst. Cashier
H. F. STEWART Vice President	EUGENE MADER Asst. Cashier
V. H. Rossetti Vice President-Cashier	C. L. HOGAN Asst. Cashier
J. M. HUTCHISON Asst. Cashier	ERNEST GARRETT Asst. Cashier
A. E. ELLIOTT Asst. Cashier	F. S. HILPERT Asst. Cashier
G. H. NAEGELE Asst. Cashier	F. B. DICKEY Asst. Cashier