



The Pacific Electric MAGAZINE



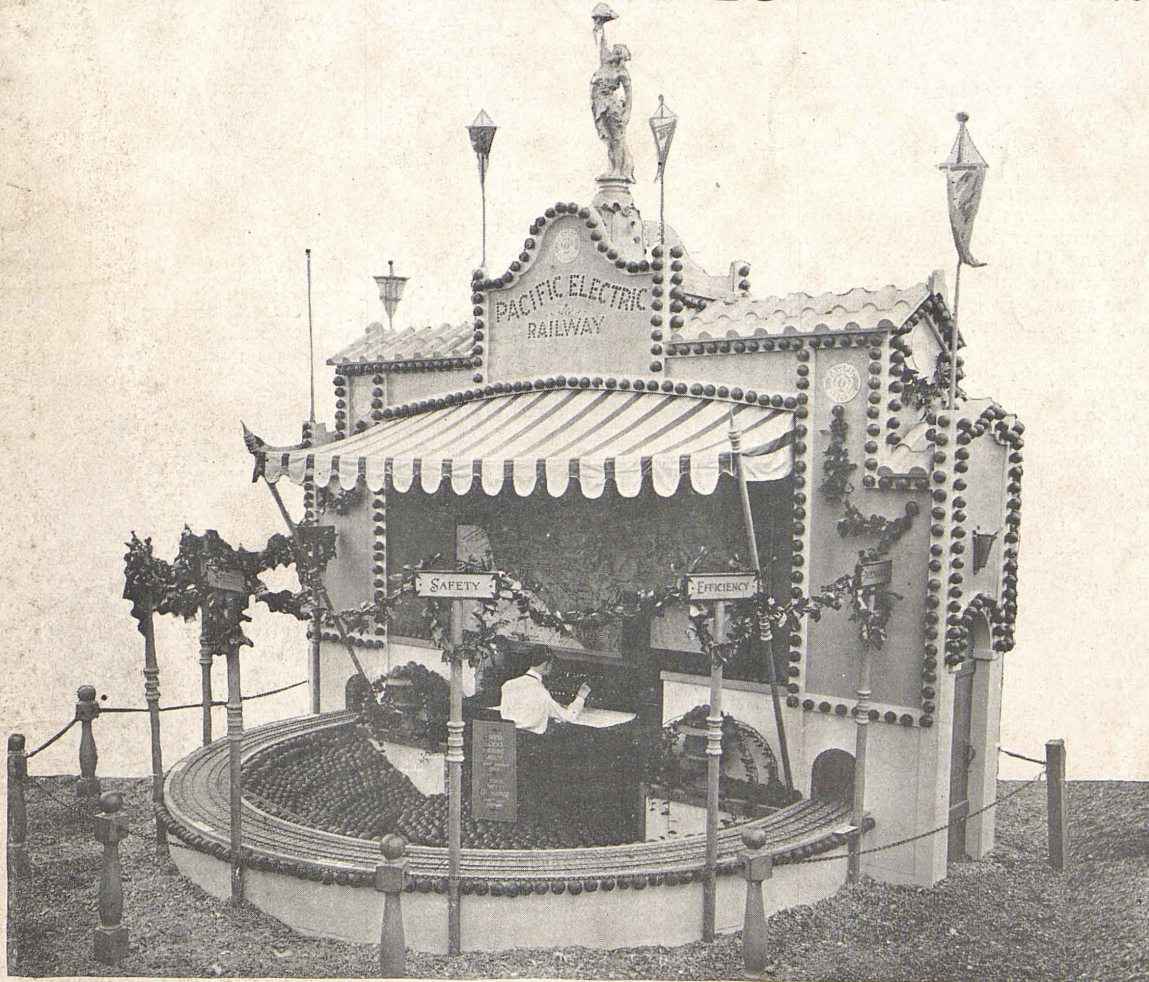
ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL., MARCH 10, 1922

No. 10

OUR EXHIBIT at the NATIONAL ORANGE SHOW



In accord with our practice since the first National Orange Show was held twelve years ago, the Pacific Electric Railway again contributed a feature for the annual citrus exposition, our display this year taking the form of a tribute to our efficient train dispatching and transportation corps.

Enclosed in an ornamental structure of Italian type, lavishly trimmed with oranges, was displayed an enlarged relief map of the system, with small glow lights marking the location of the principal municipalities served. From the regulation dispatcher's board (at which was seated a lay-figure, garbed in the regulation dispatcher's raiment and accoutrements) was flashed dispatch signals to each of the sixty cities shown on map, the lights coming on singly and in groups. Though a screen in one corner of the map an automatic machine projected stereopticon slides, telling briefly of our interesting features in traffic and transportation.

Surrounding the exhibit was a parapet on which ran miniature passenger and freight trains—passing the front of the exhibit in the open, and in the rear of the exhibit wended way through a symbolic California landscape.

The display attracted much attention throughout the entire show; so much so, in fact, that the Children's Exposition management have requested and been granted its use as a feature at their great display to be held at Exposition Park, Los Angeles, April 8th to 16th.

The design of our exhibit and its plans were created by Ed. C. Thomas, General Agent, Passenger Department, and constructed and placed in operation by Charles I. Farber, Scenic Construction Artist of this city, and I. C. Wood, of the Electrical Department of this company.

TRANSPORTATION NOTES

The use of electric heaters in cars when they are not required adds to the electrical expense at an alarming rate. Do you know that the power bills are over \$100,000 a month? Care in the control of heaters and lights as well as attention to coasting will save money in considerable amounts.

The sick list has been unusually heavy, the rainy weather seeming to increase the number of cases of flu which among trainmen have numbered upward of two hundred each day. Fortunately it seems to be in a lighter form than heretofore and the victims are out again after but few days.

The death of Supervisor William Mills, of Pasadena, brings forth many expressions of regret from his associates on the staff as well as from men whom his conscientious work as an instructor had helped over difficult places. He will be missed from among us and our sympathy goes to those of his family who mourn.

The rehearing of the rate case, set for February 24, was continued at the request of the Hollywood Chamber of Commerce to March 20. Meanwhile the complaints which were so strongly heard about the first of the year seem to have died down with the introduction of the new forms of commutation books issued February 1.

The new Central Mailing Bureau, established March 1, is taking care of all mail to and from the general office and has established mail schedules on all lines so that railroad mail is now systematically handled. Some improvements in the system are in contemplation which will make further economies and more prompt deliveries.

February rains caused temporary suspension of traffic at several points on the system. By strenuous work arrangements were made to transfer passengers and the delays experienced by patrons were reduced to a minimum. The principal troubles were on the Whittier line and on the San Bernardino line, caused by the San Gabriel River.

The Claim Department has recently paid a claim for a valuable fur left on a car, found by a conductor and by him carelessly left where it was again lost. As the finder, the conductor is responsible to the owner for the safe return, through the Lost Article Department of the lost article. Remember this always and use proper care to see that lost articles are safely handled.

The ventilation of passenger cars again seems to be causing trouble. The conductor who sees to it that a transom is open on each side at the front end of the closed section of his car will usually have few kicks be-

OPPORTUNITY FOR EMPLOYEES

Our Publicity Bureau has a letter from Mr. Labert St. Clair, Acting Editor of *Aera*, which is the official magazine of the American Electric Railway Association, requesting articles from our men expressing the author's views on any subject in connection with the operation common to all of electric lines in the United States; such as, saving power, maintaining schedules, safety, etc. What Mr. St. Clair desires are the views of the men in the ranks, not those serving as officials, and the Pacific Electric should certainly be represented by several of its employees.

So, come on, all ye scribes: Sharpen your pencils and tell us what you know. Mail all copy to Edward H. Sharpe, General Agent, Room 623 P. E. Building, who will transmit it to "*Aera*."

cause this provides a change of air in the car with no strong drafts. Ventilation is a necessity, especially during an epidemic of colds such as we have been having.

The first of March the Instruction Department inaugurated a new scheme of instruction by which the general instruction in rules, tariffs, equipment, etc., is given in classes and the road instruction is given students under actual service conditions by conductors and motormen on their runs. Certain men have been selected as being qualified to handle this work and they will be assisted by trained service instructors to perfect themselves in it.

The following item from the Pasadena Star-News of February 22, quotes from its files of "Thirty years ago" or 1892:

"Mr. Foster, always accommodating in running the Colorado street carline, will wait until after the concert at the Presbyterian Church tomorrow to take the passengers home. A special effort will be made to get passengers who show their concert tickets to the church in time for the program."

Few among us remember Mr. Foster, but he was evidently a pioneer in the idea of giving service to the public. It is this same spirit of accommodating our patrons that will bring popularity today.

The item quoted above reminds the wife of one of our officials of the old horse car line on D street in San Bernardino which used to stop regularly on the noon trip, in front of the Model Bakery so the passengers could

go in and get hot rolls for lunch.

Have any of our readers a recollection of similar circumstances in the "good old days" that might be of interest. If so, send the story in to the editor.

ACCIDENTS IN 1921

Accident statistics for the year 1921 show a total of all accidents on the System of 6006, as against 5552 for the year 1920. This is an average number of accidents per day during 1921 of 17.95, as against 16.58 per day for 1920. The largest item is that of collisions and interference with vehicles, in other words auto accidents, 10.33 per day. It might be interesting to note how these are divided between the three Divisions. During 1921 the Northern Division had 1312 vehicular accidents, Southern Division 1023 and Western Division 1510. The largest increase over 1920 is shown on the Northern Division where there were 20 per month more during 1921 than during 1920. This compares with an increase of 15 per month on the Southern Division and 12 per month on the Western Division.

These statistics are interesting, only as they indicate to us where our difficulties lie and suggest the necessity for care and effort to make an improvement.

In comparison with this large increase, the items of collisions and interferences with cars, persons struck by cars, derailments and accidents to persons getting on and off moving cars, show a nice decrease, indicating greater care in prevention.

AGENCY CHANGES

Effective February 9th, 1922 H. E. Foskett was appointed Freight Agent at San Bernardino vice C. M. Housels. Mr. Foskett entered the service of this company in July of 1920 in the capacity of Relief Agent. He was later appointed Agent at Compton, which position he held until transferred to San Bernardino.

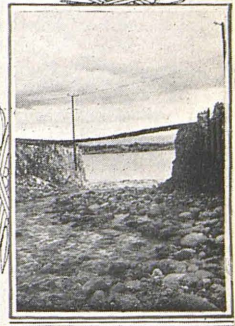
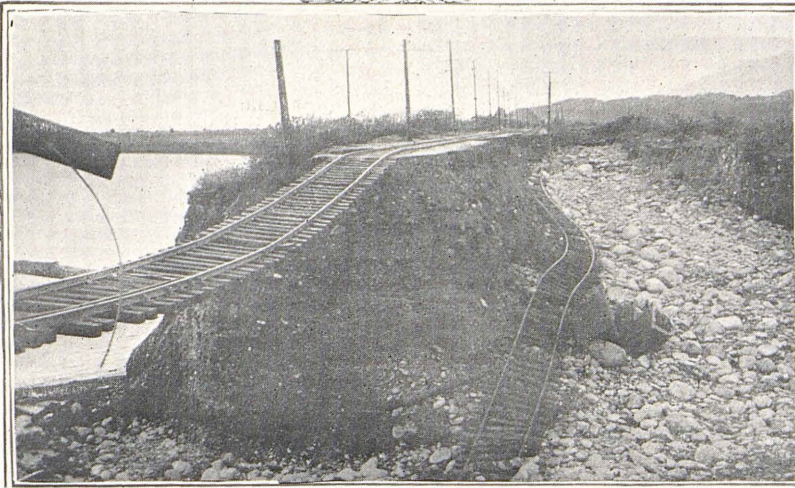
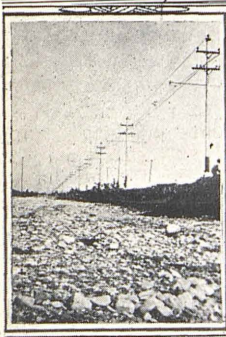
A. R. Stevan was appointed Freight and Passenger Agent at Compton, effective February 23rd, 1922, vice H. E. Foskett, transferred to San Bernardino. Mr. Stevan entered the service of this Company during the fore part of 1921 as Relief Agent and has served in that capacity until his recent appointment to the Compton Agency.

MAGNETS OF DIFFERENT KIND

A young man from the country called on a certain great manufacturer in his workshop, and the great man of metals and machinery picked up a powerful magnet and said: "That magnet will draw three pounds of iron from a distance of two feet. There is no natural object on the face of the earth that has more power." "I dunno about that," said the young man thoughtfully. "I know a natural object that is wrapper in muslin frills, that is drawing me every Sunday evening over three miles of ploughed fields."—Hardware and Machinery News.

Notwithstanding This "We Carried On"

And the Tribute Below from the Covina Argus is Appreciated



THANKS TO THE PACIFIC ELECTRIC

Recent storms have again reminded us that this valley's principal link with points east and west is the Pacific Electric Railroad.

There are various fair weather methods of getting in and out of the valley. But "when everything goes dead wrong," even the hobo has to take to the railroad tracks. He can't walk the boulevards because they are bisected here and there by roaring floods that are unbridged. He can't implore a ride from autoists because the drivers themselves have quit the roads and are making use of the electric trains. A river wash, roaring through a dip in the road, is an effectual barrier to automobile travel for an interval. In the height of such storms as we have just experienced, even the old "P. E." is hard put to it to circumvent Jupiter Pluvius, but the railroad keeps running somehow. It transfers passengers across shaky bridges. It does not go home and forget the storm, putting the equipment in the barn, waiting for pleasanter weather. The railroad knows that even greater responsibility rests upon it in times of great stress. It must take care of all the fair weather traffic. The passengers that have been bowling along over the boulevards in busses, congregate at the "P. E." stations and cuss the railroad because the trains may be late that are plying through the swirl of water fighting mounds of silt and removing debris.

During the height of the last storm the Covina line of the "P. E." was one of the worst hit of any in Southern California.

It has to cope with the old San Gabriel river, with the San Dimas wash, and with numerous mountain streams that, when at flood, are the means of rendering this valley well-nigh incommunicado with the outside world. Passenger busses do not ply through the Covina valley, even in fair weather, but they do a big business from San Bernardino, Riverside, Redlands and Pomona. The bus service

was halted. When the boulevards are washed out the bus companies simply quit and wait for fair weather. They are not under contract to keep their right-of-way cleared. The people must do that out of taxation. Bus companies are simply out the amount of money they would have taken in during the period if the storm had not rendered them idle. They lay off their men, and wages cease.

But the railroads increase their help in such times of stress. The editor of this paper had occasion to make the trip to Los Angeles at the height of the flood last Thursday night. The five-twenty local from Covina plowed into the roaring flood between Lark Ellen and Orange avenue when literally hundreds of acres around the tracks constituted a stream-bed for the San Dimas wash at that particular point. The train crew worked the car through when the water was up to the second step. At every call-box on the line there was an extra man stationed. The trams was being directed by the chief dispatcher from Los Angeles, who was in constant touch with these men who labored in the pouring rain and icy chill. These men themselves were marooned, in many instances without food for the time of their lonely, dangerous watch in the midst of the flood-waters. The "P. E." had gangs of laborers on the washes, fighting the water with sacks and sand, throwing debris from the tracks, all on the company payroll. And, while the service was badly demoralized, they got the people through somehow, even numbering among them the bus drivers who were marooned in the east end of the valley and were anxious to make it back to their families in Los Angeles. The "P. E." got the freight through, both that which they ordinarily carry and all that the "Ship by Truck" people couldn't deliver. The "P. E." carried the mails.

railroad that pays its taxes to the state, and which maintains its own right-of-way. Trucks and busses started pounding the roads of the people to pieces again, the roads which the people must keep in constant repair.

When are we going to wake up and put a tonnage-mileage tax on these trucks and busses that will pay for the repairs to the highways? Isn't it strange that we go on putting up the money for this highly-expensive maintenance only to have it destroyed by commercial concerns paying only a nominal vehicle tax that in no sense meets the expense? The hundreds of thousands of automobiles that pass over our boulevards do not wear out the roads in ten years as much as this truck and bus traffic does in three months. There's something radically wrong with the system, and with our sense of justice.—Covina Argus, February 17.

A Weird Suggestion

A party of men were drinking and talking in a saloon. One of them had traveled a great deal and liked to talk about it. He was telling the others all about where he had been and what he had seen.

An old toper who was standing near sipping his whiskey heard the traveler talk and easing up to him tapped him on the back and said: "My friend, have you ever had the D. T.'s?"

"Why, no," replied the talkative one. "Why do you ask?"

"Well, then you ain't ever been anywhere or seen anything," replied the old toper as he walked off.—M. R. Lyon.

From Mouths of Babes

The Pastor: "So God has sent you two more little brothers, Dolly?"

Dolly (brightly): "Yes, and he knows where the money's coming from. I heard daddy say so."

IN THE "MOVIE" GAME

For some time past, motion pictures have been in the making, under the direction of Mr. Joseph Mattingly, for a story "The Land of Golden Dreams." Most of this land lies along the Pacific Electric, and in the production of the screen story, our company has given every assistance possible. The first view will be at the California Theater in this city within about a month.

The theme of the production follows:

On the shores of the Pacific hemmed in by the snow-capped Sierra Madres that stand like sentinels to keep out the blistering heat of desert wastes, is that land so famed in story and song—the land termed California. 'Tis the word that is spoken on every highway and byway of the world, that happy region of peaceful valleys that forever basks in the tropical sunshine, and is tempered by the soft winds of the blue Pacific.

Who wouldn't like to stand on the green hill tops or among poppy-strewn valleys bathed in the golden glow of a western sunset to look upon an everchanging panorama of landscape and seascape—the distant bells of the angelus—the fragrance of orange blossom—the lap of the lazy tide—the echo of the mountains—the snow-capped peaks that glisten in the last rays of the phosphorescent light. Just a bit of the lure that makes this the mecca of all men's dreams.

And so, it is about to be heralded throughout the world by the Pacific Electric Railway, not as in the days of Paul Revere, but through that most modern of all advertising projects—the medium of the motion picture, and is now being produced

by the camera in a two-reel comedy-scenic titled, "The Land of Golden Dreams" depicting the beauty of the picturesque Southland in a humorous vein. The film covers all points of interest reached via Pacific Electric Ry from the mountains to the sea, is produced in natural colors, using the latest process known to the art of photography.

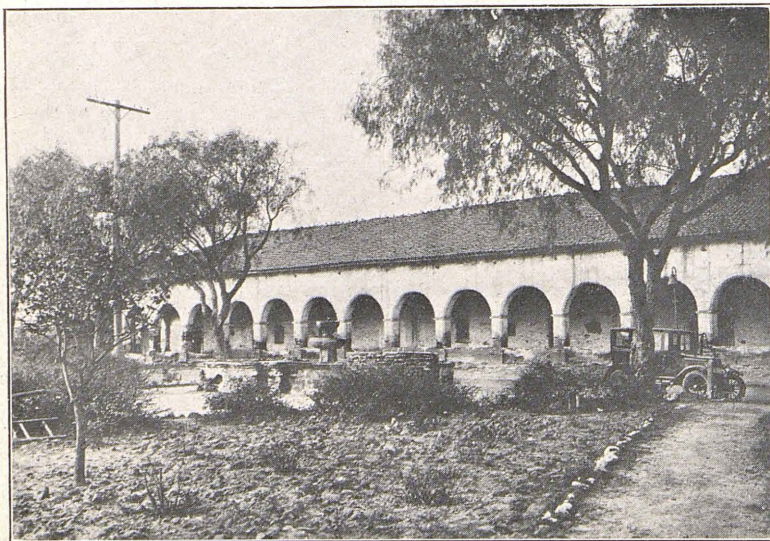
The picture begins by taking you back to the year 1780 of the long ago, when from far-away Spain sailed Father Junipero Serra to the golden shores of California. The cast depicting this early California life is taken from the Mission Play at old San Gabriel by courtesy of John Steven McGroarty, showing the landing, making peace with the Indians, the founding of the first mission and the fiesta. It takes you back to



At Santa Monica where the peaceful waters of the Pacific wash the golden shores of California.



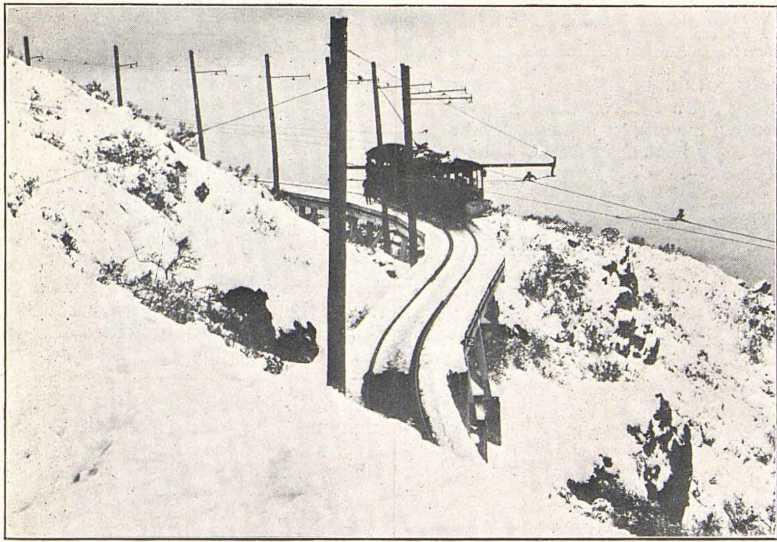
Out where the heat-devils play. Making a scene for "The Land of Golden Dreams."



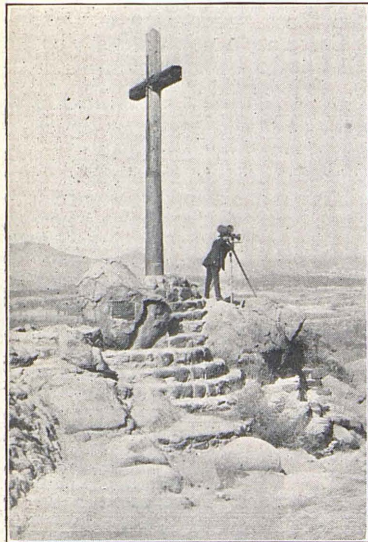
Shades of the past. The old San Fernando Mission of sun-baked clay.

those carefree days when kindly California nurtured a romantic race, for whom the tinkle of the gay guitar the clink of the castanets and the sparkling eyes of lovely señoritas were the momentous things of life. Then as years pass the once ivy-clad rose-entwined Missions in ruin, having stood through relentless centuries—only to crumble as time goes on. With a bit of film the camera shows an elapse of time.

It is now 1922—another day, another story. As scene after scene flashes by on the silver sheet one will visit the principal beach and mountain resorts including the trip to Alpine on Mt. Lowe when the mountain is robed in white and veiled in silver shrouds which make one think of the "white silence" of the Far North, except as you stand in the snow you may gaze upon count-



The circular bridge on the "iron trail" to Alpine up Mt. Lowe in Winter.



Photographing the arroyo and vista from Mt. Rubidoux.

less citrus groves in the vista a mile below. The tournament of roses on New Year's day at Pasadena is not overlooked with its hundreds of awe-inspiring floats. The alligator and ostrich farms are visited. At all times we keep on the wonderful El Camino Real, "the King's Highway", or riding over the shining rails of the Pacific Electric.

Stops are made now and then to view the oil wells or a game of polo, or maybe to indulge in a few holes of golf. Stops are more frequent at the seashore where the masculine species view the bathing beauties that play on the warm sands or bask in the life-giving sunshine. We now turn towards the San Bernardino mountains along the foothill boulevard everwinding through miles of orange groves hidden here and there in valleys and uplands as if seeking protection from the outside elements, but never being harmed.

After visiting the Mission Inn at Riverside we will take you to the summit of Mt. Rubidoux where one may inhale the blended odors of flowers of every variety and admire the splendour of the scenery that unrolls in a never-ending panorama.

You will see wonderful avenues crowned with a fringe of green trees and stately palms silhouetted against the turquoise sky and snow-capped mountains beyond. A striking contrast hard to describe.

A few miles further brings us to San Bernardino the gateway to perpetual sunshine, and behold, we witness there California's greatest mid-winter event, the National Orange Show.

These are but a few of the many scenes that are woven into the many yards of film as a message to the world and printed in a universal

language, to entertain, instruct and inspire all that portion of the human race which has risen above savagery.

It will spread sunshine, smiles, ideals and understanding to the utmost ends of the earth. Not only that we may gain a comprehension of their impulses and their aspirations. Likewise making California known to all peoples.

The motion picture as an industry has done more to knit the world together in universal understanding than the press, the telegraph, the wireless, modern transportation and all other agencies combined. Such pictures will make California live forever as "The Land of Golden Dreams".

He Was the Goat

In honor of a visit paid to his plant by the governor of the state, an automobile manufacturer once had a complete car assembled in something like seven minutes.

Some weeks after this feat was heralded in the daily papers the phone at the factory rang vigorously.

"Is it true that you assembled a car in seven minutes at your factory?" the voice asked.

"Yes," came the reply. "Why?"

"Oh, nothing," said the calm inquirer, "only I've got the car."

Wuff!!

A patient suffering from lumbago called on a doctor.

The doctor rubbed his back with alcohol, and the patient broke his neck trying to lick it off.—Columbia Jester.

Verr' Good

It takes sixty-four muscles of the face to make a frown and only thirteen to make a smile. Why work overtime?



Distance lends enchantment to the view.

DEPARTMENTAL BREVITIES

ENGINEERING NOTES By A. J. Guercio

Fire prevention—Mr. Fellows is with us again making a thorough investigation of our own properties and those of adjoining industries with a view of reducing to a minimum the hazard of fire. In outlying districts unprotected by well organized fire departments, it is of utmost importance that the individual owners of buildings cooperate in fire prevention measures. During the past year we have equipped our properties with various types of fire extinguishers, water buckets, barrels, ladders and various tools to aid in the extinguishing of flames; also at points where the water pressure is sufficiently strong we have installed water taps and fire hose of ample size to facilitate the proper handling of fire situation.

Our present campaign will be principally aimed at our neighbors in order that we may join forces and prevent the spreading of fires from unprotected property to the protected property. Already we find some locations well supplied with extinguishers but the same may be empty. Another serious situation is found in electric light wiring, especially where distributing wires are too small for the distance served and the number of outlets thereon. Another situation very often overlooked is the accumulation of inflammable rubbish which makes a poor combination with "cigarette butts" and flying sparks; a situation such as this can be remedied by a periodical inspection and removal of the hazard which also adds to the neat appearance of the premises and also improves the surrounding sanitary conditions. Portions of some of the large wooden buildings are used for the purpose of storing auto trucks, gasoline, and lubricating oils which make a most stubborn situation in event of fire; inflammable storage of this kind should be housed in separate brick or corrugated iron buildings. Some of the buildings under observation have shingle roofs well dried and weathered by the warm Southern California sun creating a fire hazard inasmuch as they have smoke stacks about them of insufficient length to properly carry the sparks which may accumulate in them.

According to a celebrated scientist, the recent shifting of the sea-bed which was so vividly described by our headline artists as the "great sea earthquake" was due to this planet having skidded on its normal axis to the extent of a twenty-fifth of an inch. No reason is assigned for the earth's peculiar behavior but we suggest the fact that the income tax returns have to be filed on or before March 15th may have something to do with it. This earth can stand for quite a lot but no self-respecting planet could avoid some

demonstration against the amount of juggling with figures that is going on just now among our most respected and usually honest citizens. The earth shuddered—that's all.

Vital Record of Department Marriages

Shaw-Myers, W. Z 31; Irene E. 26. Saturday evening Doc Shaw deserted the dwindling ranks of the bachelors and took unto himself a wife.—Congratulations Mr. and Mrs. Shaw.

Births

Thomas Crooks—February 12, 1922. On Lincoln's birthday our paving supervisor decided he needed an assistant, so little Thomas made his appearance in the Crook's household. The glad hand to Mr. and Mrs. Crooks and Junior.

Marksmanship is about 100 per cent as Mr. Griffin shoots from the hip and recently won a fine pearl handled knife in a fur-lined case; also, Mr. Biehler won a beautiful salad fork to dish up the snipe salad.

PASSENGER TRAFFIC DEPT. Walter V. Mack

Mr. O. A. Smith, our Passenger Traffic Manager, returned from his eastern tour Tuesday, February 21, and was welcomed back by the entire office force.

The Passenger Traffic Department has been working "reduced commission" for the last week or so. It seems the "Flu Jinx" has a grudge on "us

poor mortals." A number of our men have been home several days and all have suffered colds.

Arthur Levin has about completed the building of his home in the Silver Lake District (Edendale). He has also been off sick with influenza.

It may have been noticed that the traveling passenger representatives have not been seen "out on the line" lately. They were all confined to the office compiling a travel check, of all local lines in Los Angeles for use in connection with the rate hearing to be held soon before the Railroad Commission.

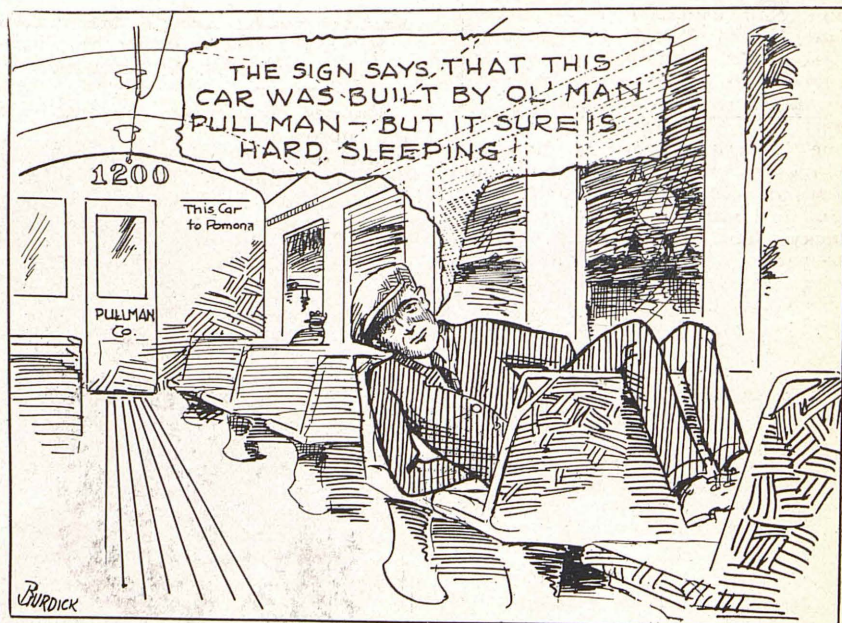
Mr. F. E. Billhardt, T. P. A., has changed his address to 210 Horizon Avenue, Venice from 2104 Pisano Place, Venice.

A lot in Beverly Hills has been purchased by J. E. Glancy, T. P. A., for speculation. Mr. Glancy is quite a "mixer" in real estate.

The State Association of Commercial Secretary's convention was held in El Centro February 21, 22, 23 and 24th. A splendid speech was made by Mr. R. E. Kelly, representative Southern Pacific Executive Department on "Bus Regulation" and was supported by our General Agent E. H. Sharpe. Mr. Sharpe has also been out selecting settings for Jos. Mattingley's new two reel film, which will feature "Our Railway."

"The time will come," thundered the suffragette orator, "when woman will get a man's wages!"

"Yes," sadly muttered a man on the rear seat, "next Saturday night."



WHERE WAS SPENCER WHEN
THE BRIDGE WENT OUT?

ACCOUNTING DEPARTMENT NOTES

By Mary A. Blackburn

Earl Moyer is back from his honeymoon wearing a perpetual smile. Mrs. Moyer was up quite recently visiting with her former co-workers.

Miss Helen Bettis, after a six weeks tour of Eastern states, is back at her post with the reins of the comptometer Bureau once again in her hands.

Mr. Lyle Griffith is displaying the very latest in Spring styles,—and is willing to aid anyone in quest of Fashion hints,—predicting "sand color" as the newest shade.

J. C. Saunders of the Pay Roll Bureau has been at home for ten days, very ill. A late report, however, announces that he is convalescing and expects soon to be back at his desk.

Miss Ward, head of the Stenographic Bureau, recently received a card announcing the arrival of a daughter, Betty Nelle, to Mrs. Ethel Llewelyn, formerly one of the girls of that department.

It is rumored that oil has been struck on the property of J. W. Dennison of the Roadway Bureau, at Huntington Beach. Everyone is delighted to hear of his good fortune; and hopes it will increase. Mr. Dennison is the father of two attractive unmarried daughters.

Those who attended the dance given on February 21st, by the Baseball Team of the General office, were treated to a very good time. The Jazz band, composed of some of the most popular musicians of the company, was at its jazziest,—and under the able floor management of Mike Levine, Herman Grenke and Jimmie Bertleson, everyone tuned their feet to the syncopated strains of the late popular music. Mrs. May Barlow entertained with several songs, much to everyone's delight. Later in the evening orange sherbert, cakes and punch were served, with plenty to go around and then some. Prizes were given for lucky spot dances and numerous souvenirs distributed. The proceeds from the dance will be used toward purchasing base-ball suits,—and the boys wish to express their appreciation to all who participated in the event.

English Tommy (in poker game)—"Well, I'll wager a bally pound on this."

American Darcy (holding four aces)—"Ah dunno too much about yo' ol' English money, but I'll bump you a couple a' tons."—Purple Cow.

She Didn't Keep Up

"Husband," said the professor's wife, suspiciously.

"Yes, my dear?"

"Who is this Violet Ray you are always talking about?"—Louisville Courier-Journal.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JANUARY, 1922

Passenger Revenues	\$ 977,973.20	
Freight and Switching Revenue	369,940.17	
Other Revenue	91,112.39	
Total Railway Operating Income	\$1,439,025.76	
Total Railway Operating Expenses:		
Wages	665,546.88	
Other Charges	367,221.60	
Transportation for Investment—Credit.....	2,829.79	1,029,938.77
Revenue Less Operating Expenses	409,086.99	
Depreciation	23,220.97	
Taxes Assignable to Railway Operations.....	75,056.06	
Total Depreciation and Taxes	98,277.03	
Revenue Less Operating Expenses, Depreciation and Taxes	310,809.96	
Non-Operating Revenue	9,614.90	
Net Revenue	320,424.86	
Interest on Bonds and Other Debt	324,663.96	
Rents and Miscellaneous Income Deductions	67,010.45	
Total Deductions	391,674.41	
Net Loss for month	\$ 71,249.55	

ACCIDENTS DURING JANUARY, 1922 AS COMPARED WITH JANUARY, 1921

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles	117	114	109	73	146	102
Collisions and interferences with cars ...	3	9	8	15	3	12
Persons struck by cars	6	1	9	7	7	8
Derailments	11	9	26	28	7	14
On and off moving cars	17	23	18	30	43	39
Miscellaneous	20	18	17	20	30	28
Totals	174	174	187	173	236	203
		1922	1921			
Interferences with vehicles	372	289		28.7%	Increase	
Collisions and interferences with cars	14	36		61.1%	Decrease	
Persons struck by cars	22	16		37.5%	Increase	
Derailments	44	51		13.7%	Decrease	
On and off moving cars	78	92		15.2%	Decrease	
Miscellaneous	67	66		1.5%	Increase	
	597	550		8.5%	Increase	

MECHANICAL DEPT. MEETING

Meeting called to order by Chairman Bonney, Tuesday, February 7, with 70 present.

Minutes of previous meeting read and approved.

First order of business was the election of new officers. Floyd A. Schultz was unanimously elected chairman and Harry E. Pierce unanimously elected secretary.

Matter of day and night shifts alternating brought before the meeting by Mr. Burns of Macy Street. After a general discussion of this topic it was decided to install a bulletin board at Macy Street, were appointed to consist for which night shift men could bid.

Mr. Drake brought the matter of allowing time and half for Sundays and holidays in the front shops, before the meeting and a committee consisting of M. T. Spencer of Sherman, G. H. Fess of Pasadena, W. J. Drake of Macy Street, were appointed to confer with Mr. Pontius on this subject.

There being no further business the meeting adjourned to the Auditorium where coffee and hot dogs were served by the Pacific Electric Club.

E. H. Pierce, Sec.

MECHANICAL DEPT. NOTES

By Willis M. Brooks

Felix Colas is once more at his desk.

James F. Lewis of the Carpenter Shop has been presented with a baby girl.

Richard Fullinwider is in the Pacific Hospital recovering from an operation for appendicitis.

Don't fail to attend Mechanical Department Meetings the first Tuesday evening of each month.

Guy Owen has purchased a second-hand Saxon six. Guy says, "Yes, she kicks right along—All O.K."

George B. Rice, Shop inspector, has been confined at home for the past few days by the current malady.

Mrs. William Street, has presented her husband, William, of the Winding Room, with a brand new baby girl. To quote William "It looked just like a puff ball."

Al Powell visited the Orange Show on the 26th inst. Al reports many sights of interest and spent an enjoyable day.

William Daniels of the Torrance Shops, met with a painful accident, while handling a heavy valve on the shop steam line system. A heavy scantling broke, striking him on the head and partly severing an artery.

Many of the family in the Mechanical Department are at home sick. If all were enumerated, this issue would look like a leaf from some hospital register. Our sympathy and best wishes for an early recovery are extended to all the afflicted.

The young ladies of Mr. Small's office, who visited the Orange Show on our last holiday, report it the best Orange Show ever, and wish to thank Mr. Gilbert and Mr. Rockoff of the Mechanical Department at San Bernardino, for the courtesies extended. They were greatly appreciated.

The following are building or about to build homes in Torrance under the P. E. Home Building Plan: Frank Spoon, T. C. Cassidy, W. P. Taylor, Mrs. Emma Horton, W. J. Chambers, F. E. Miller Wm. Hankins, John Davis, J. J. Grant, Ralph W. Howe, George H. Goff, John McEwing, C. B. Bell, Allen Wright, O. S. Breese, H. R. Clark, P. H. Osborne, Fred Hansen, W. M. Brooks.

Miss Mary Baldrick, of the Coil Taping Department is a candidate in the Examiner contest, the prize being a trip to New York with all expenses paid. We who have the pleasure of Miss Baldrick's acquaintance are doing all we can to assist her and ask that all the P. E. family send in as many votes as possible to help the cause. Votes can be sent in care of Mr. Small's office. Thank you.

George Allen of the Mechanical Department died Feb. 18, as the result of injuries received when the auto truck he was riding in with a Mr. Olsen. Mr. Allen and his friend Mr. Olsen collided with a P. E. car at Ocean avenue, San Pedro via Gardena line. Mr. Allen and his friend Mr. Olsen were out to get a load of wood. They could not have seen the car, as the truck ran square into it with fatal results to both. Mr. Allen, as far as we can ascertain, had no dependents.

W. H. Gilbert is wearing a nice new suit of clothes recently built by the popular tailor, Sam Levy, of Torrance. Mr. Gilbert, by the way is a candidate for re-election as Trustee of Torrance. He has served faithfully and well during his past term and should receive the whole hearted support of all the P. E. family. If you know anyone living in Torrance, boost Gilbert. We all know him. He's a "regular" fellow and four square. Nuff sed. E. S. Miller, W. E. Stewart, E. A. Stevens.

Walter G. White and Ed. O. Straub are also having new suits built by the same architect. Some to have slanting pockets with pearl buttons. The suits to be worn with grey spats with pearl buttons, gold headed cane and black derby hats.

SOUTHERN TROLLEYGRAMS By F. J. Oriva

The Southern Division holds the lead in coasting. Boys keep up the good work and stay up there for a long time to come.

Our well known Dispatcher, A. Antista, is the proud father of a fine 8 pound boy, born on February 17. Mother and baby are getting along nicely. He sure passed some good cigars around.

Motorman W. C. Gregg is the leader in coasting, followed closely by Motorman W. Dubois. Motormen J. Morrell, R. Melendez and E. H. Combs fell off. The boys wonder what the trouble is. Don't give up yet.

LONG BEACH NEWS By Hi Ball Masters

Conductor Mann, feeling a little better came back to work on his regular Run 90. "Let's go, Mooney."

The latest feature called "Harold Lloyd on the Mail Train"—See Conductor Wilkerson, Run 89—that 6 p.m. trip.

Wanted, a space on the cars for some passengers to park their legs and feet. Foot stools and house slippers are also recommended.

"The lure of the freight" has called Conductors Skillington, Becker, Ganzow and Martin as they now are wearing the badges of freight brakemen.

Conductor Herron has started reducing in weight as he now holds Run 48, Long Beach-San Pedro Line with Jack Lyons. We all believe he will succeed "with happy Jack."

Weather conditions have been a jinks to our baseball practice, but we all look forward to "Old Sol" to help us out as we believe we have some very good material.

Give me a jigger any old time, this main line, high brow stuff is too fast for me." No, this is not a Bug House Fable. Ask Conductor Howe on the Seaside-Willowville line.

Helping the ladies on and off the cars seems to be second nature with Conductor Pop Hessemer. The ladies, riding on the San Pedro and Santa Ana Lines, certainly must feel neglected, as Pop has not got out of practice since here and is well liked by everyone.

NORTHERN TROLLEYGRAMS By P. H. Riordan

Let's all get together and boost the coasting percentage for our Division.

Conductor Woodington is in the Hospital very sick.

While Mr. Rodenhouse has been sick, Assistant Trainmaster W. T. Orr has been in charge.

We understand the next meeting of the "Flinch" Club will be held at Bill Judge's home. For the date, see Durkee.

Terminal Foreman Roberts is back at his desk after being away for over a week on account of sickness in the family.

Don't forget to attend the monthly meetings of the Transportation Department of Northern Division. They are your meetings. Come, let's talk it over together.

The Northern Division has been hard hit by the recent sickness going around. Both Macy Street and Pasadena have had quite a time getting the runs out.

There were two deaths of Pasadena trainmen the past month, Student Instructor W. L. Mills and Conductor Sprague. We all knew "Billy," but Conductor Sprague had just started to work.

Assistant Superintendent H. E. Rodenhouse has been confined to his bed for the past two weeks. We are glad to report that he is now able to sit up.

Conductors Moody and Whitehurst both claim to have the best new arrivals in Pasadena. To settle the dispute, we will have to admit that both are bouncing babies.

Student Instructor W. L. Mills died on Saturday, February 18th after an illness of one week. His funeral was held on the following Tuesday. "Billy" as he was known by all of the Northern Division was well thought of. He always had a word of encouragement for the boys. Mr. Mills had been with the P. E. family a long time, working out of Pasadena most of the time. His death came as a great shock to many, as it was not generally known that he was so sick. His funeral was held in Pasadena. The pallbearers were selected from his fellow trainmen and from the men's class of the First Baptist Church, of which he was a member. The floral pieces were beautiful and the attendance at the funeral was large. As many of the trainmen who could get away, were there. Mr. Bradley and other officials were present. The burial was at Pasadena.

NEWS FROM THE PACIFIC ELECTRIC CLUB

Saturday, March 11

Agents Association Meeting is Assembly Hall 8:00 p. m.; refreshments served after meeting.

Monday, March 13

Pacific Electric Band Rehearsal, 8:00 p. m.

Wednesday, March 15

Northern Division Safety Committee meeting in Assembly Hall 2:00 p. m.

Thursday, March 16

Grand Saint Patrick's Ball at Venice Dance Hall for all Pacific Electric Employees, their dependents and their friends.

Friday, March 17

Regular Movie Show in Auditorium 7:45 p. m.

General Staff Meeting in Assembly Hall at 10:00 p. m.

Monday, March 20

Pacific Electric Band Rehearsal 8:00 p. m.

Electrical Department meeting of all employes of the Electrical Department in Assembly Hall at 8:00 p. m. Refreshments served after meeting.

Tuesday, March 21

Transportation Department meeting of all divisions 8:00 p. m. Refreshments served after meeting.

Thursday, March 23

Moonlight dance in Auditorium 8:30 p. m.

Friday, March 24

Regular Movie Show in Auditorium 7:45 p. m.

Monday, March 27

Pacific Electric Band rehearsal 8:00 p. m.

Thursday, March 30

Regular Club Dance in Auditorium 8:30 p. m.

Friday, March 31

Regular Movie Show in Auditorium 7:45 p. m.

Monday, April 3

Pacific Electric Band Rehearsal 8:00 p. m.

Thursday, April 4

Mechanical Department meeting for all employes of the Mechanical Department in Assembly Hall at 8:00 p. m. Refreshments served after meeting.

Wednesday, April 5

Pacific Electric Club Executive Committee Meeting in Assembly Hall 2:00 p. m.

Southern Division Safety Committee meeting in Club Rooms at 2:00 p. m.

Thursday, April 6

Lucky Spot Dance in Auditorium 8:30 p. m.

Friday, April 7

Regular Movie Show in Auditorium 7:45 p. m.

Western Division Safety Committee meeting in Assembly Hall 2:00 p. m.

Saturday, April 8

Agents Association meeting in Assembly Hall 8:00 p. m. Refreshments served after meeting.

Monday, April 10

Pacific Electric Band rehearsal 8:00 p. m.

ard and that the Engineering Department's specifications would make this a first class booth in every respect and come up to all City Ordinances and permit us to show one reel directly after another with no delays in between.

General Offices' Dance: The General Offices' Dance given at the Pacific Electric Club February 21st was a great success and sufficient funds were taken in to enable them to buy their new uniforms for their baseball team. The Club took care of the refreshments.

In regard to the lockers and improvements at 8th and Hooper. There is no suitable place to install a pool table there at this time and the Company will have to build a place for it. This will have to take its place under "Extensions of outside Clubs" and be taken care of at the Company's discretion.

The Manager stated that he was very glad to receive from Mr. A. O. Williams of Long Beach, fifty new members to the Mortuary Fund. Mr. Stuart gave quite a talk on the Mortuary Fund. He urges every executive member to get in touch with his men and to work for this Fund. He also urges that all employes of the Company investigate this Mortuary Fund as he feels that many would join it if they understood what it is and what it does.

Mr. Brooks asks that Mr. Stuart arrange for a dance for the Mechanical Department at Torrance. He states that they have a very good hall at Torrance. He also suggests that it be made for all members of the Club, but primarily for the Mechanical Department at Torrance.

The matter of filling Mr. Davis' place while he is away was taken up. Last month Mr. Clifford of the Mechanical Department at Macy Street was elected to fill his place, but Mr. Clifford could not serve. Mr. Ross was nominated by Mr. Drake, seconded by Mr. Langely and unanimously elected to serve in Mr. Davis' place.

Mr. Price brought up the question of funeral announcements. He pointed out that many friends of the deceased never knew where and at what time such funerals were being held. Mr. Stuart stated that such information could be obtained at the Club at any time and that as far as possible notices would be placed around different departments. Mr. Spencer suggested that we have a funeral committee in order to see that a respectful representation is furnished at the funerals of men who were employes of the Company. Mr. Smith suggested that all give this matter much thought and take it up again at the next meeting.

The Trainmen's Room at Ocean Park was reported in bad order again. This will be investigated and the necessary action taken.

The reception given Mr. Moyer was very successful. The Club served refreshments and furnished music for the dance.

Our Band played at the Orange

CLUB COMMITTEE MEETING

Minutes of the meeting of the Executive Committee of the Pacific Electric Club held in the Committee Room of the Club on Wednesday, March 1, 1922 at 2:15 p. m.

The roll was called and the following members found absent: W. R. Osborn, T. W. Kennedy, G. W. Orr, R. D. McCall, S. A. Bishop, H. A. Culloden, R. M. Davis, S. E. Cooper, A. S. Kuderna, M. C. Brucker, R. H. Dorman, F. B. Howe, F. T. Bennett, C. L. Blades.

Minutes of the previous meeting were read and approved.

Club Fund

Balance on hand January 31...\$ 219.92
Receipts 990.25

Total 1,210.17
Paid out in bills & expenses.. 1,001.15

Balance on hand Feb. 28....\$ 209.02

Relief Fund

Balance on hand Jan 31\$1,495.38
Receipts 416.50

Total 1,911.88
Paid out in relief 190.00

Balance on hand Feb. 28\$1,721.88

Mortuary Payments

Louis E. Boyer, Conductor Western Division; Beneficiary, Mrs. L. E. Boyer, \$607.25.

William L. Mills, Instructor Northern Division; Beneficiary, Mrs. Ina White Mills, \$637.50.

George L. Allen, Mechanical Department, Torrance; Beneficiary Miss Belle Bradfield, \$637.50.

Reginold T. Kusche, Gateman, 6th and Main Streets; Beneficiary, Mrs. Grace D. Kusche (estimated) \$600.00.

Transportation to Movies: The Committee appointed last meeting to devise some means of transportation to the Movie Shows have decided on a regular trip pass form of light blue color with several changes in the reading. These passes are to be issued as special courtesies of the Company to employes who desire to attend the P. E. Club Shows. The return portion shall be validated by the P. E. Club attendant. The only remaining question is the length of time these passes should be good for and this is to be left entirely up to Mr. Pontius.

Movie Show: We have our new machine and are waiting for the Engineering Department to install it. Too many inspections had to be made by different City Officials to finish this work within two weeks as we had at first hoped to do. The Engineering Department estimated a cost of \$600.00 for the new moving picture booth. Mr. Worley stated that the picture booth should be up to stand-

Show again this year and made a very favorable impression. Mr. Mack, General Manager of the Orange Show, complimented our Band very highly. Our Band played before the largest crowd that has ever attended the Orange Show. The Manager recently wrote a brief story of the Band to Mr. Pontius. Picture of our Band will be published in the next issue of the Chamber of Commerce Magazine.

Saint Patrick's Ball: The Club is going to hold its Grand St. Patrick's Ball at Venice this year on March 16th. All employes, their dependents and friends are invited. This is given at the courtesy of the Abbott-Kinney Company and there will be no cost to the members of the P. E. Club. The matter of transportation will be taken up with Mr. Pontius in the near future.

The Manager stated that the Club was going to start on a big Membership Drive next month. He attributes the large increase in membership to the constant and persistent drives the Club has put on from time to time and the wonderful co-operation that Club Members have shown in working for a larger membership. Many new employes do not realize the many benefits to be derived from the Club and he urges that the executive members explain them to the new employes.

We regret very much to report that Mr. and Mrs. Yeager are sick. We have offered them any assistance they may need, but find that they are being well taken care of.

There being no further business, the meeting was adjourned at 3:20 p. m.

ALPINE TAVERN NOTES

Sunday, Feb. 5 is known as the Banner Day for Alpine Tavern and the Mount Lowe Ry. The largest crowd ever known in the history of the resort was handled that day. Manager Vickrey reports that about 900 people were fed in the dining room and over 1000 were served in the store.

The heaviest snow of any record fell at Mount Lowe on January 29 and 30. Over two feet on the level. The railway was tied up for two days. Hundreds of men shoveling night and day opened the road.

Manager Vickrey reports that Alpine Tavern is becoming very popular as a place to hold banquets. There were three held during the past two weeks.

Does any one play checkers? Alpine has the champion checker player and is taking on all comers. Judge P. E. Lamb is his name. He has been a guest since July.

If there are any more snow days the Tavern is going to furnish roller skates for the employes so they can break the speed limit and give quick service for the guests. Miss May Smith and "Buste" take notice.

COOL AND BREEZY

Caretaker Stewart at Our Mountain Camp Writes Interestingly

Assistant Manager Worley, of the Club was in receipt this week of a letter that carries the breath of snow in it. Those of us who have sojourned in the mountains at our camp will be glad to get a winter view of it. So interesting is the epistle, we print it in its entirety. It was written February 8th and says:

"Yesterday being mail day and the snow in fairly good shape I made the long hike to Crest Line. Going down was fine but on returning the thermometer jumped to 45 and for the last mile I sank almost 2 feet at every step, but Oh Boy it was worth it.

I got the records and spring for the Victrola. They had been there some time but this week's mail didn't get through. The weather broke again immediately I got back. I had been without music for the last 10 weeks and maybe I didn't have one grand concert all by my lonesome with "Old Boreas" outside accompanying with his wind and rain.

I am writing, but do not know when I will be able to get this through for it has rained heavily for the past 24 hours and looks good for another day. There's still about 3 feet of snow but it's so slushy it would hardly hold up a humming bird. Guess we are in for another flood alright.

I had to abandon the Hall during that last snowstorm. The snow piled up over 3 feet over the top of the chimney so I couldn't have any fire. It was a foot higher than the chimney all along the roof.

The swimming pool was filled up so you couldn't see the top of the fence around it. It was dandy traveling over the snow for a week or so. After you went over the trail once or twice with snowshoes or skis it packed so it would hold you without snowshoes. I have not seen any animals except a few gray squirrels since the deep snow came. I think they were wise and beat it to the desert. I think Little Bear is abandoned with exception of caretakers. They had a rescue party yesterday getting out the women and a man with a bum leg.

I'm sorry I didn't have any films for the camera for I'd liked to have sent you a picture of the buildings peeping out of the snow but maybe one big snow doesn't make a winter here and I got some films yesterday.

There was a movie outfit marooned at Pine Crest for a week. They came for winter scenes and I think they got them.

Say, a little music is great dope these long winter nights. Some people rave about the rain beating on the roof, the cold wind howling through the black woods, etc., but I believe I prefer to sit by the fire and smoke, listening to old "Stradella and the Grand March." You know what I mean. Of course we have music other than above mentioned. We had a thunderstorm last week.

It is two weeks since any cars passed here and it will be two weeks more before the old stage rolls along the road to Little Bear. The last time I saw the stage it reminded me of a little stern wheel river boat as it went up the cut-off with the mud flying and the hind axle dragging along on the ground. With best wishes to all,

Yours sincerely,
William Stewart.

WESTERN TROLLYGRAMS

By E. C. Brown

Miss Knight, our very courteous and obliging cashier at Hill Street Station, has entered the popularity contest being conducted by the Los Angeles Examiner. The twenty girls having the largest number of vote coupons, which are published daily in the Examiner, are to be given trips to New York and Yosemite with the privilege of taking a companion. If Miss Knight is successful, she intends to take her mother.

Motorman Dick Crawford, now working Laurel Canyon "jigger," says it is all right; but misses a conductor to whom he can talk. I'll come out Dick and listen.

Conductor J. S. Everett has returned to work from a trip to Knoxville, Tenn., where he disposed of his farm. We thought Knoxville was a city.

The trainmen of the Western Division extend their deepest sympathy to Motorman E. W. Grover, in the recent loss of his mother-in-law.

The Pacific Electric Family is a growing enterprise. Conductor Cunha was married at San Bernardino the first of February. A little baby girl came to live with Conductor O. K. Hanson and wife. Conductor J. K. France announces the addition of a "big" baby boy. Success to all. They say in these great events cigars were passed, but with me it is just hearsay.

The way Motorman O. B. Edwards and Conductor W. H. Crawford are catching fish at Redondo will cause the members of the Rod and Gun Club to be careful or these boys will win all the prizes offered.

The boys at Redondo were sorry to know Motorman E. Wolf left there to work out of Hill street.

Motorman W. M. Black is again on the job and feeling very well. Good luck to you W. M.

Conductor Vick, now working run 40 Redondo Local, says its the best run on the system. That-a-boy, Vick. We like satisfied "customers."

Conductor G. Mulvaney entertained a number of the trainmen at his newly built home in Van Nuys last week celebrating his third wedding anniversary.

Motorman H. L. Knapp, who was struck by an automobile a few weeks ago, has completely recovered and is again at work.

AGENTS' ASSOCIATION MEETING

Meeting held at the Pacific Electric Club on Feb. 11, was called to order by President Moser at 8 p. m.

Reading of minutes of previous meeting dispensed with account having been printed in Magazine.

President Moser congratulated members of Attendance Committee on large attendance; approximately 200 being present.

In order to have a permanent record, Secretary LeGrand requested all those present to register, eliminating necessity of calling roll.

President Moser called for suggestions as to best method of securing an accurate record of attendance at all meetings. After several suggestions, it was decided that slips be printed and handed to each person on entering the Club Room, same to be signed and turned in to the Secretary to be compiled into a permanent record. This in connection with the attendance contest now on. The Division showing the largest attendance during the coming eleven months, will be tendered a banquet by the officials, to which all other Divisions will be invited (at their own expense, however.)

Mr. Osborn, of Long Beach, being asked how he secured such a large number to attend this meeting, replied that all that was necessary to get the Southern Division boys to come was to ask them.

Mr. May of the Western Division, stated that by diligent use of the telephone he was able to make the good showing; that they did.

Mr. Smith of the Northern Division, said "They are all here;" that is sufficient explanation.

At last meeting Mr. Bedwell, Agent at Whittier, was requested to be prepared to make a few remarks regarding his station. He responded with the following data: Whittier was founded by the Friends Society, commonly known as the Quakers. The town was at one time called "Ye Friendlie Towne." The principal product is citrus fruits of which 600 or 700 cars were shipped last season via the Pacific Electric. The oil fields are producing wonderfully. Bell Well No. 1 now producing in the neighborhood of 4400 barrels per day. Bell No. 2 came in as a "gasser" as Mr. Bedwell was on his way to this meeting. He reported local freight business rather light, due to many of the Los Angeles Wholesale houses delivering their own freight by truck without cost, and a large number of other houses using the truck companies account cheaper rates and being able to get door to door delivery. Whittier, at present, was consuming quite a large quantity of lumber, as there is considerable building in progress. Passenger business is highly competitive, the bus lines probably having the better of it on account of the lower rates. It was the opinion of Mr. Bedwell that with equal rates the public would pre-

fer to use the more comfortable cars of the Pacific Electric than the bus lines.

As places of interest, Whittier had the State School for Boys, where "bad boys are made into good boys;" a nice Country Club with a temporary club house but a new club house anticipated in the near future; a hospital donated by Colonel Murphy of the Murphy Oil Co., also, the largest Friends Church in the world. Whittier is growing very rapidly, like the rest of Southern California, and there is a great deal of wealth being produced there.

Mr. Smith, of Azusa, was asked to make a statement regarding his station at the next meeting.

Mr. D. W. Pontius, vice president and general manager, was called upon by the Chairman for a few remarks, an in response stated that he felt very much at home at this gathering as he had started his railroad work on the Pennsylvania Railroad filling oil cans and doing station work of various kinds. He was pretty sure that the present "crowd" was about the "best looking" he had seen on the Pacific Electric—EXCEPT, that he had seen three or four "crowds" just about as good looking. In explaining this statement, he stated that he had attended the Pacific Electric dance at Redondo where he had seen a lot of the employees, who did not wear the same kind of clothes, but he was afraid they were better looking.

Continuing, Mr. Pontius stated that no doubt all of the Pacific Electric employes had read in the daily papers the accounts of the trouble being experienced in connection with the adjustment of fares. At the present time it was uncertain just how the matter would terminate, but he felt sure that the controversy would come out all right. He called attention to severe criticism of Governor Stephens, censoring the State Railroad Commission for what it had done. This criticism, of course, was a source of worry to the officials of the Company because, coming from the Governor of the State it could not but have its effect. Mr. Pontius stated that he was sure had the Governor thoroughly understood just what had been done by the Commission, in the way of an investigation, before this adjustment was made, that he would not have written the letter he did. In a published reply to the Governor the State Railroad Commission had signed a statement setting forth just exactly what they had done and why. It had taken them eighteen months to secure all the data necessary for them to arrive at their conclusions. If after this thorough investigation, the Commission had not taken the action it did, it would have been necessary for the Pacific Electric to resort to the Courts for relief, which, Mr. Pontius explained, they had a perfect right to do.

The Pacific Electric has now gotten out a printed statement which will be off the press within a few days, for distribution to the public through the various agencies. This statement goes into the question involved very thoroughly; shows how the Company has been handicapped by lack of finances, what they propose to do, etc. All agents are to be supplied with a liberal supply of these printed statements which it is desired they place in the hands of as many Pacific Electric patrons as possible. It was the belief of Mr. Pontius that the more the general public investigated this question the better they would be satisfied with the ruling the State Railroad Commission had made, and also better understand the position of the Pacific Electric.

In closing, Mr. Pontius stated that the Company was very glad to have a good loyal "bunch" of agents to say a good word for the company for which they are working.

Mr. Sharpe, of the Entertainment Committee, introduced Mr. B. H. Jones, chairman of the All Year Around Club, as an "outside" speaker.

Mr. Jones stated that it was his belief that the Pacific Electric, as well as other railroads, had not taken the public sufficiently into their confidence and this was one of the reasons for the present misunderstanding between them; that a majority of the people were fair minded and willing at all times to compromise; that if the general public was acquainted with the things that the railroads have had to contend with that they would be glad to have them increase the fares. He stated that it was the universal desire of everyone to see any organization make money; that, naturally, they could not succeed unless they did. Of course, he said, there would always be complaints from some, no matter what the conditions. As an illustration, he told of having viewed a parade in Minneapolis some time ago in which there was a very small, old street car, with two small windows on each side and a small platform on each end, drawn by a very old "donkey." On the sides of this car was a banner reading "IN 1886 WE RODE IN THIS CAR AND WERE HAPPY." Following this car in the parade was another, an up-to-date, beautiful, large coach, like those in use on the Pacific Electric drawn by fifty-five beautiful horses. A banner on this car read: "TODAY WE RIDE IN THIS CAR AND KICK."

Regarding the many advantages of Southern California Mr. Jones went into detail, producing many statistics to prove that the opportunities in this vicinity were greater than in any other part of the world today. Up until last September, he stated, Southern California, for a radius of sixty miles around Los Angeles, was the only "White Spot" on the business map. In September, in the vicinity of Minneapolis, there was a slight improvement in conditions due to the movement of "frozen assets," which, Mr. Jones explained, referred to grain, etc. held in storage. From September to

the present conditions were improving throughout the country. However, inasmuch as sixty per cent of the gold of the world was today in the United States it was necessary that some of it be spent in Europe, in some manner, in order that they might have the power to purchase goods manufactured in this country. Until this condition was brought about there was bound to be more or less of a depression in our manufacturing lines.

Getting back to Southern California. Mr. Jones stated that in the past we had been advertising this country as a winter resort only, when as a matter of fact, we had the finest summer climate in the world; and for the purpose of correcting the impression among the eastern and middle western people, an advertising campaign was now on, to which they (the All-Year-Around Club) were devoting a great deal of time and money. The various rail lines in Southern California, Mr. Jones stated, had contributed to this fund.

As an example of the opportunities offered here to those with only a limited amount of capital, Mr. Jones cited the case of a young lady who, about seven years ago, entered Barker Brothers' Store; stated she had \$18.00 and wished to buy a sewing machine on the installment plan. When asked what her intentions were she stated that she was going to make bungalow aprons and dresses and sell them. During the war period, when most manufacturers were experiencing great difficulty in securing material to carry on their business, Mr. Jones called on this lady and found that she was getting all the material she required. On further investigation he found that the \$18.00 investment had grown to a concern doing in the neighborhood of half a million dollars business a year. The same opportunities, he said, were here today.

Regarding advertising Southern California as an ideal summer climate, Mr. Jones pointed out that ninety per cent of the business men take their vacations during the summer months. These were the men, he said, who, while on their vacations, take particular note of the surroundings through which they are traveling and if it were possible to bring them to California many of them would find sites for new enterprises, branches of their present business, etc. Referring to Mr. Wm. Garland's big electric sign advertising that the population of Los Angeles in 1930 would be 2,500,000, Mr. Jones said he was sure Mr. Garland's figures would prove to be incorrect; that the population would be 3,000,000.

The opportunities for producing and manufacturing material in Southern California, which was needed in the far east were most wonderful, Mr. Jones pointed out, giving many statistical figures to substantiate his statement. China, he said, was bound to "find herself" and the demand for materials for that country alone would be sufficient to build up the whole of Southern California.

A Popular "Kale Gatherer"



Miss Nida Knight Receiving Cashier at Hill St. Station.

It has been a long time since the employes of our company were called upon to rally to the support of one of our number in a "popularity" contest; but the call now goes forth to rally around the emblem of our unity and support Miss Nida Knight, receiving cashier at Hill Street Station, in her claims to popularity in the Examiner Contest, and she deserves every effort we can put forth.

SO

Sharpen your knives and carry your pocket scissors, ye male and female of the railway species, and daily and religiously clip the "Examiner Popularity Coupons" and send them in RUSH.

They may be sent direct to Miss Knight at Hill Street Station, or may be left at the following points with persons named, who will transmit them to Miss Knight:

Pasadena, H. E. Rodenhouse.
Pomona, W. B. Foote.
San Bernardino, F. E. Peachey.
Riverside, J. E. Richardson.
Long Beach, A. O. Williams.
San Pedro, W. E. Rich.
Los Angeles—Main Street, Information Bureau.
Los Angeles, Hill Street, Miss Knight.
Sherman, E. V. Brown.

Get these coupons out of your own paper. Ask your friends for the ones from their papers. Get 'em wherever gettable. Never mind how, but get 'em and do it quick and now.

NOTE: Coupons must be turned in within two days from date of paper from which clipped that they do not become valueless.

ANOTHER CANDIDATE

Just before going to press, the Magazine was informed that another candidate is in the field in the Examiner Contest, the lady being Miss Mary Baldrick of the Mechanical Department at Torrance.

In fairness we are, therefore, calling attention to this fact, and our employes will have to choose for themselves between the two candidates—Editor Magazine.

Touching on the wage question, Mr. Jones gave some very interesting figures. He stated that if all the profit earned in the United States by the different business organizations was taken and added to the wages of their employes it would increase the wages but twenty-five per cent. The average wage, Mr. Jones stated, was \$5.33 per unit. This figure was arrived at by eliminating the salaries of "high officials," or men who drew large salaries. However, even if the salaries of these men were included it would only increase the average to \$5.38 per unit, or five cents per day.

In closing, Mr. Jones stated that those present representing the Pacific Electric Railway, were representatives of the greatest interurban system in the world, and although the company had not made much money in the past it was certainly due to make a great deal in the future, due to the wonderful growth of this section of the country. The Oriental, he said, believes that all great eras are in the past while the Occident opinion is that the great things are in the future, the greatest of them all is yet to come, and at no distant time.

Mr. Wakefield, Stationer, explained the uses and purposes of the new forms of way bills. The new forms were to be used for interline billing and the old forms for local business. Agents were told that in making their requisitions to specify for what purpose they desired the way bills ordered so that the old forms might be used first.

Mr. Moser informed all members of the Club that all arrangements had been made to take care of all the station employes who desired to attend the Annual Orange Show at San Bernardino, on Sunday the 19th inst. Tickets can be obtained on the cars at 25 cents each. It was requested that all those who intended to make the trip notify the Secretary in order that arrangements might be made in advance for sufficient equipment.

The matter of handling cars to the Union Pacific transfer from San Pedro and Wilmington was discussed by Messrs. Annable, general superintendent; Mr. T. J. Day, Freight Traffic Manager, with Mr. J. W. Mee, agent, San Pedro, and Mr. Thomas F. Mason, agent at Wilmington. Both stated that everything possible was being done to get all shipments on the transfer as promptly as possible in order to avoid delays at their stations.

There being no further business, meeting adjourned at 9:50 p. m.

H. L. LE GRANDE,
Secretary

Pete went to a dance expressly to meet the girl of his choice. Unfortunately, he arrived late for the dance. But soon he saw Mandy. He went up to her and asked rather nervously:

"Mandy, are yoh program full?"

Mandy looked at him in amazement.

"Lawdy, Pete," she said, "I c'n asuah yoh dat it takes mo dhan two sandwiches an' a cup of tea to fill mah program."—Electrical Trade.

Rod and Gun Club Activities



NOTES "ON THE WING"

By Griff

At the regular monthly meeting of the Pacific Electric Rod and Gun Club held February 8th, there was a total of 55 members present. The meeting was called to order at 8:15 p. m. by President Spafford. Topics of the moment were discussed and officers for the year 1922 were nominated as follows:

J. M. Goepfert, president; K. L. Oefinger, 1st vice-president; B. F. Manley, 2nd vice-president; L. F. Volkhart, recording secretary; J. E. Wooderson, treasurer; Geo. Grace, Jim Clark, Geo. Wheaton, executive committee.

Following appointments were made by President Goepfert after taking the chair:

B. F. Manley, field captain gun section; L. R. Spafford, lieutenant gun section; J. W. May, field captain rod and reel section; T. L. Griffin, corresponding secretary.

Messrs. Spafford and Manley submitted a set of rules to govern the Blue Rock Team and the use of the new shooting jackets was discussed, voted upon and adopted by the club.

The meeting adjourned at 9:45 p. m. and the boys all went to the Auditorium where smokes were passed around and where a surprise wrestling bout was staged between J. J. Humerich and H. Schaefer which afforded an interesting show. Hemmerich came

out victorious as usual although Schaefer is credited with giving him a run for his money.

Now, for those who may not be so interested in the more personal affairs of the club, we are coming to a topic that will warrant your attention.

On February 19th at 10:30 a. m. our Blue Rock team stood in their positions donned in their new jackets eagerly awaiting with an insatiable appetite to pulverize the first clay bird emerging from the Los Angeles Gun Club traps at a distance of 16 yards. This was their first appearance this season and as they stood, with steady nerve and keen eye, looking trapward and in shooting position they formed a picture magnificent to behold; a picture serene and clothed in an atmosphere beloved by all sportsmen where the smell of gun powder and the report of the Winchester radiate good fellowship and cheer. It may be well in passing to note that the P. E. Gun Club boasts of some four hundred members among which there are many fair shots. The Blue Rock Team is formed purely on a competitive basis, all members eligible to compete for a place thereon, and each of the five on the team maintains his place entirely on his own merits, and as Professional Amateurs we must confess that this team promises to develop into A-1 marksmen as will be noted from the following scores and their makers:

H. L. Wiggam, 91x100; L. R. Spafford, 88x100; K. L. Oefinger, 81x100; L. F. Volkhart, 75x100; A. B. McLeod, 74x100; Average 409x500.

Something unique in our club, which is rarely observed in others is the fact that we have three distinctive classes of shooters, namely, professional amateurs, amateurs and beginners. The season's trap shooting prizes for these divisions amount to nearly three hundred dollars among which we might mention the following:

1st prize, gold watch; 2nd prize, gold chain and charm; 3rd prize, 38 police positive revolver; 4th prize, Remington 22 repeating rifle; 5th prize, leather shell case; 6th prize, one quart Thermos bottle and case; 7th prize lantern, shell bag and belt; 8th prize, electric lantern; 9th prize, Powers brass cleaning rod; 10th prize, Thomlinson gun cleaner and other prizes too numerous to mention.

In addition, however, there is one for which we are all zealously in quest, namely the generous donation by Mr. Teeple, of the Los Angeles Gun Club, of a miniature blue rock set in a handsome diamond encircled stick pin which will possibly be claimed by the man winning first prize, although this is not positive as the pin will be awarded for the highest average made by any member on his entire season's shooting. Now this highly prized gift may appear to be a sure-thing for H. L. W. or R. L. S. but there are

others who, it has been rumored, are "gonna makem hussl."

This team hopes to become more infallible as the days roll by and expect to hold competitive shoots with teams of other closed clubs during the summer. Our benevolent Field Capt. Manley is using every effort to whip the team into good shape.

Attention! We're out for blood. Among the amateurs who deserve honorable mention are: J. M. Goepfert, 62x100, B. F. Manley, 43x50; H. M. Williams, 40x50.

The beginners, who never shot over a trap before and who practice in the shoot and their scores are: J. G. Rice, 38x50 1st prize; T. L. Griffin, 33x50 2nd prize; H. Smith, 32x50 3rd prize; L. A. Biehler, 30x50 4th prize; I. M. Cammack, 46x100 5th prize; C. C. Rice 14x50 sixth prize.

Many of the club members who did not practice in the shoot attended the meet where they witnessed and enjoyed the hard fought contest and encouraged the shooters to more determined efforts, thus displaying their spirit and loyalty.

Rivals, you'd better look out. We've got the talent and we're coming after you.

TRAP SHOOTING PRIZES FOR 1922

Special prize, stick pin, miniature blue roch, donated by Mr. Teeple, L. A.lea Club.

First, gold watch, donated by P. J. Flaherty Co.

Second, chain and charm, donated by W. L. Thomas, Supt. R. R. Div. Pacific Mutual.

Third, 38 police positive revolver, donated by Tuft Lyon Arms Co.

Fourth, 22 Rem. repeating rifle, donated by P. E. R. and G. C.

Fifth, leather shell case, donated by T. C. Keys, Cal. Elec. Ry. Journal.

Sixth, quart thermos bottle and case, donated by Army and Navy store, Army and Navy Dept. Store.

Seventh, shell bag and belt, donated by P. E. R. and G. C.

Eighth, electric lantern, donated by P. E. R. and G. C.

Ninth, powers brass cleaning rod, donated by P. E. R. and G. C.

Tenth, Thomlinson shotgun cleaner, donated by P. E. R. and G. C.

Largest Deer Heads for 1922.

First, Win. 30-30 carbine Mod. 94, donated by P. E. R. and G. C.

Second, Marbles axe and knife, donated by P. E. R. and G. C.

Third, Wright knife and nsheath, donated by Mr. Wright at Hoegee.

Largest Fish for 1922.

First, Trolling reel and line, donated by P. E. R. and G. C.

Second, Coleman gasoline lantern, donated by P. E. R. and G. C.

Third, 6 Knowles strikers, donated by P. E. R. and G. C.

Largest Croaker for 1922.

First, Surf casting rod, donated by P. E. R. and G. C.

Second, Pint thermos bottle and case, donated by P. E. R. and G. C.

Third, 300 yards of No. 9 line, donated by Bert Stevenson.

Largest Corbina for 1922.

First, Surf casting rod, donated by P. E. R. and G. C.

Second, Free spool casting reel, donated by P. E. R. and G. C.

Third, Leather but pocket, donated by P. E. R. and G. C.

Largest Yellowfin for 1922.

First, Tackle box, donated by Wood Jackson Arms Co.

Second, Pint thermoa Bottle and case, donated by P. E. R. and G. C.

Third, Ever ready flash light, donated by P. E. R. and G. C.

Largest Surf Perch for 1922.

First, Surf casting reel 200 yard, donated by P. E. R. and G. C.

REPORT OF HOSPITAL FUNDS TO THE RAILROAD COMMISSION OF CALIFORNIA FOR THE YEAR ENDING DECEMBER 31, 1921. IN ACCORDANCE WITH CHAPTER 667,6 LAWS OF 1915, OF THE STATE OF CALIFORNIA

Pacific Electric Railway Company

State whether Corporation, Company, Association, or Joint Stock Association: Corporation. (Address): Pacific Electric Building, Los Angeles, California.

Operated in conjunction with: For Company employees only.

Give name of Utilities, the employes of which receive service from respondent: None

This form of report of Hospital Funds should be filled out and returned to the office of the Railroad Commission of the State of California, No. 870 Market St., San Francisco.

Number of those participating in hospital benefits: All employes in service of company 3 days or more.

Amount of fee charged each participant: Fifty cents to \$1.50 per month.

Number of participants who receive benefits due to accident: 1275; 133 injured while off duty; 1142 injured while on duty.

Number of participants who received benefits due to sickness: 4858.

State average time consumed in recovery of accident disability: 13.5 days while off duty; 7.3 days while on duty.

State average time consumed in recovery of sickness disability: 4.2 days.

State total amount collected from all participants for hospital benefits: \$50,238.25 and \$1,200.00 interest on 16 P. E. Ry. Co. First Mortgage Bonds, and \$18,497.00 contributions from Merit and Demerit System of Discipline for years 1920 and 1921.

What were the total expenditures: \$15,379.69 Accidents Sickness Distributed as follows: \$28,535.22

(1) Professional services:—(and salaries of all other employes)..... 8,204.27 16,408.65
(2) New and additional permanent equipment: None None
(3) All medical supplies: 1,598.71 4,238.78
(4) Provider: None None
(5) Miscellaneous (Detail below): 5,576.71 7,887.79

Balance on hand: \$27,355.34

What disposition is made of this balance of funds: Investment in 16 Pacific Electric Railway Company First Mortgage Bonds \$14,815.00.

MISCELLANEOUS:

Conveyances: \$ 242.50 \$ 186.85
Emergency and Special Services: 1,332.35 1,050.57
Library, Stationery and Telephones: 230.06 230.68
Rentals and Payments to outside hospitals: 3,595.06 6,240.57
Miscellaneous 176.74 179.12

Total 5,576.71 7,887.79

State of California OATH

County of Los Angeles

ss.

I, the undersigned, H. A. Culloden, (Secretary) of Pacific Electric Railway Company (Full name of respondent)

on my oath do say that this report has been prepared under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the Hospital Funds of said company in respect to each and every matter and thing therein set forth.

(Original Signed by) H. A. CULLODEN, Secretary.

Subscribed and sworn to before me this 28th

day of February, 1922.

BELVA L. DALE, Notary Public.

(Seal)

Second, 300 yards No. 9 line, donated by P. E. R. and G. C.

Third, 2 doz. assorted surf hooks, donated by P. E. R. and G. C.

Largest Calico and Rock Bass for 1922.

First, Tackle box, donated by P. E. R. and G. C.

Second, Electric lantern, donated by P. E. R. and G. C.

Third, 3 South coast minnows, donated by P. E. R. and G. C.

Largest Fresh Water Bass for 1922.

First, Free spool casting reel, donated by P. E. R. and G. C.

Second, Regular casting reel, donated by P. E. R. and G. C.

Third, 100 yards silk bass line, donated by Bert Stevenson.

Largest Trout for 1922.

First, Fly and bait rod, donated by Tuft Lyon Arms Co.

Second, Leather bound fish basket, donated by P. E. R. and G. C.

Third, Rainbow reel, donated by P. E. R. and G. C.

Largest Trout for 1922, Caught by a Member Spending His Vacation at the P. E. Camp.

First, Bristol steel rod, donated by Pasadena Hardware Co.

Second, Takeapart reel, donated by Wood Jackson Arms Co.

Third, 3 Welsherino minnows, donated by Pasadena Hardware Co.

NO ACCIDENT WEEK

Record of the number of accidents for "No Accident Week," December 4 to 10, 1921, showed total number of accidents by divisions as follows:

Northern Division 36
Southern Division 38
Western Division 58

Total 132

Comparing these figures with the record for the average week for the entire month of November, a decrease in total number of accidents was shown on all divisions. The November record follows:

Average per week Month of Nov. 1921	Decrease	
43	7	16.3%
44	6	13.6%
61	3	4.9%
Total 148	16	10.8%

This was a gratifying showing and indicated that concentrated attention will bring results. The Northern Division made the best showing in percentage of decrease and received the banner, which was presented at the trainmen's meeting on January 17.

Analyzing the figures for "No Accident Week," we find the accidents to be divided as follows:

Interferences with	Accidents	Decrease	Percentage
vehicles 28	25	35	
Collisions and interferences with cars	1	1	0
Persons struck by cars 0	1	2	
Deraillments 0	2	1	
On and off moving cars 2	5	12	
Miscellaneous 5	4	8	
Total 36	38	58	

Ranks Them All

Our Interurban Service Best
in the Country

By O. A. SMITH
Passenger Traffic Manager

FOR the purpose of investigating conditions of operation, the different classes of equipment used, etc., F. F. Small, Mechanical Superintendent; W. C. White, Superintendent of the Western Division, and myself, left Los Angeles on January 28 for a tour of inspection of the electric railways operating in the principal cities of the east. The information we hoped and succeeded in gathering was desired primarily for the purpose of deciding upon a type of car best suited for present and future needs of our Hollywood service. During an absence of 25 days we visited and made thorough observations of the facilities and equipment of the electric railways in the cities of Chicago, Milwaukee, Detroit, Cleveland, Boston, New York City, Washington, and St. Louis.

While our mission was particularly one of securing cars for city service, we were, of course, also interested in the details of operation and equipment used in the eastern cities in interurban service. What we unanimously decided as being the best interurban service seen during our visit was that of the Chicago-North Shore & Milwaukee Railway operating between Chicago and Milwaukee. We observed that their service, equipment and facilities compare very favorably with operation of our San Bernardino line. Other than this line we saw nothing which approaches the interurban service of the Pacific Electric and nothing at all on the extensive scale that we operate in Southern California.

As regards local, or street car operation, we regret to confess that practically all of the eastern cities are much farther advanced in methods of handling large volumes of traffic than we are here, or in fact any place in the west. We were particularly impressed with the fact that in all the large cities visited, during the rush hours from 85 per cent to 90 per cent of the operation is in two car trains, either motor car and trailer or multiple unit. The motor car and trailer, however, is predominant. It was readily apparent that this method of operation is a big improvement over single car, it permitting a more rapid and efficient handling of peak hour traffic. Many of the cities visited have a much larger population than Los Angeles and a consequent greater volume of traffic. Generally speaking, the cars during the rush hours are more heavily loaded than in Los Angeles. It was a very common sight to see from 150 to 175 passengers on a car seating from 48 to 60.

In none of the cities visited is the



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J. R. Dougher, Assistant Superintendent of Street Railways

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afternoon congestion of traffic on the streets as severe as it is in Los Angeles, due probably to the excessive number of automobiles in this city. We noted, however, a much better arrangement in many of the cities by the Police Department in handling the traffic. In most cities the pedestrian traffic is regulated at street corners by the traffic officers in the same manner that street car and vehicular traffic is regulated. The rapidity of the movement of street cars and vehicles was very noticeable. Where the crossing was clear a car approaching corner did not stop to pick up passengers, but moved directly across. This practice results in a material speeding up of the service. We noted also that traffic officers were very rigid in the enforcement of traffic rules and a violation usually meant a trip to the police judge.

Superintendent "Bill" White was particularly impressed with the han-

dling of large crowds on the New York subways, where during the rush hours on one single line they handle ten car trains, 300 passengers to the car, or a total of 3,000 passengers per train on a minute and a half schedule,—and this was only one line. Once "Bill" got in the subways of New York he was there to stay. From his statements he certainly got a liberal education in the transportation of large crowds.

A very enjoyable trip from a business standpoint was marred somewhat by the severe weather encountered and we were certainly glad when the time came to start for home. More unfortunate was the untimely illness of Mr. White, who was attacked by a severe case of the "flu," and it was necessary to remove him to a hospital in El Paso, Texas. We are gratified to learn that he is doing nicely and undoubtedly will be with us about the time the Magazine is published.

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