



The Pacific Electric MAGAZINE

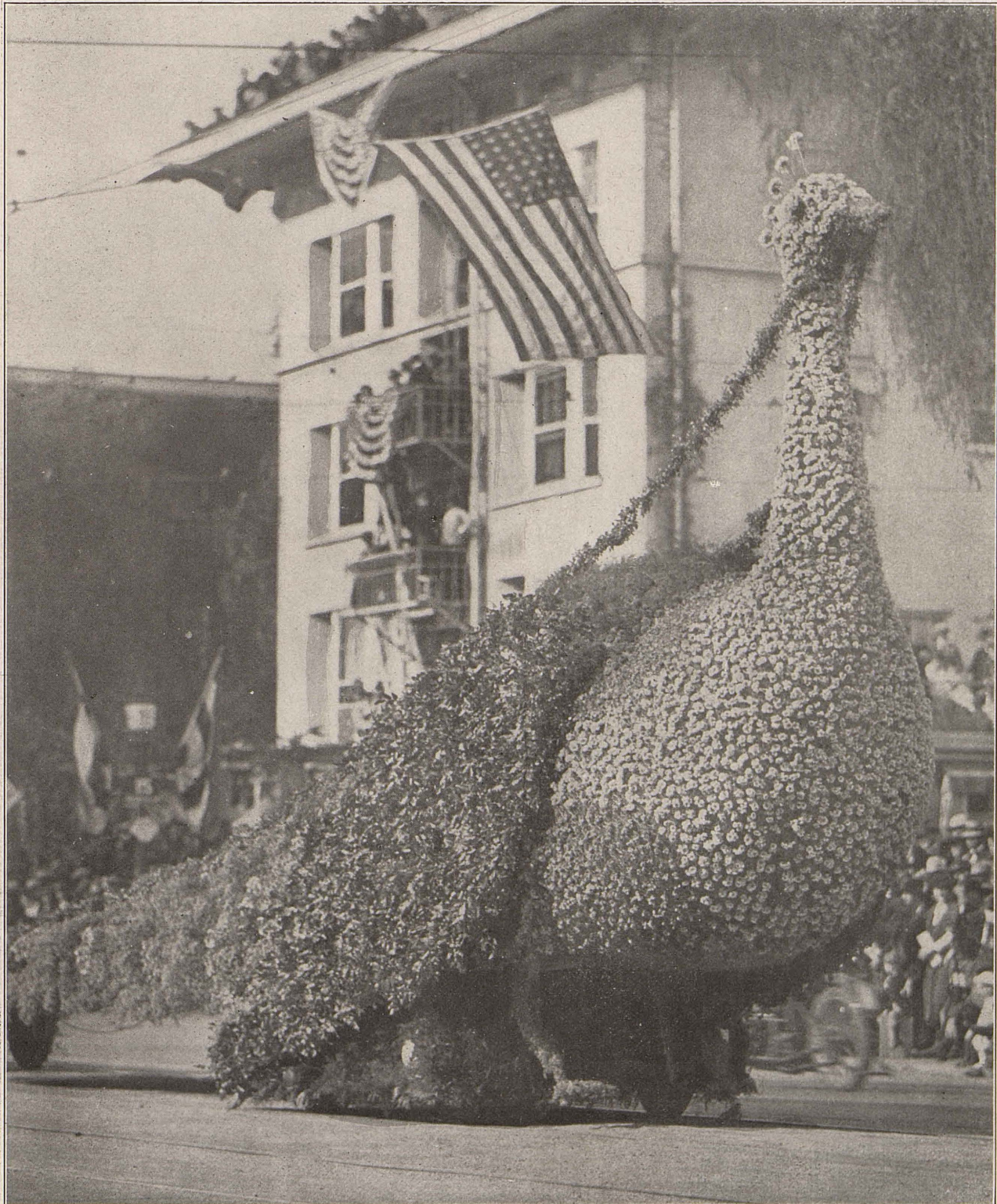


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., JANUARY 10, 1923

No. 8



Glendale's Elaborate Prize Winning Float at Tournament of Roses Pageant.



The Little Gray Cottage

By GERALD BEAUMONT

Decoration by ANGUS MACDONALL

'Twas the Evening of Wonders, and soft through the air
Ran the chatter of children, the whisper of prayer . . .
Far down the broad street where the world seemed to end
Stood a little gray cottage just over the bend—
A little gray cottage forlorn in the dark,
With the beacon of hope burned away to a spark;
And most would have whimpered, as little boys can,
Only—Johnny was six, and therefore a man!

And men never whimper when Christmas is near
Though cupboard lack cookies, and cottage lack cheer;
Though shirt be in tatters, and trousers in holes,
And the tops of your shoes have deserted their soles.
No, men never whimper when Christmas is near—
It wouldn't be right, 'cause old Santa might hear!
Thus Little-Boy-John, who was almost a man,
Explained to his mother, as little boys can.

Then off with his tatters, and down by his bed
To kneel on the floor with a little bowed head;
And soon he was sleeping with eyelids shut tight,
But alas for his mother, who sobbed through the night!
'Twas the Evening of Wonders, when dreams should come true,
And she sobbed on her pillow as mothers will do,
For the hopes of a child are as bitter to blast
As the pleasures of childhood are sweet while they last!

While Johnny was dreaming that Santa Claus came
With a package of toys and a wonderful game,
There stole up a motorcar bearing a friend
To the little gray cottage just over the bend;
And funny big bundles were left at the door,
All labeled "From Santa Claus," that, nothing more!
O twinkle, ye stars! as ye sung o'er the earth,
And glory to Him whom the heavens gave birth!

The little gray cottage just over the bend,
Down the broad street where the world seemed to end,
Was a mansion of joy, not a hovel of sorrow,
When Little-Boy-Johnny arose on the morrow
And it may have been you, or perhaps it was I
Who drove the big auto so softly and shy—
But don't you feel happy to know that *some* friend
Remembered the cottage just over the bend?

From the January, 1923, issue of the
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Country Startled By City's Amazing Growth

Continued Development of Harbor and Rail Facilities Attracting Industries Throughout Entire Country

By G. F. SQUIRES

Asst. to Freight Traffic Manager

AMONG the essential factors which promote favorable industrial conditions and attract industrial activities in any community are labor, climate, financial advantages, raw materials, highways, gas, power, housing and living conditions, industrial sites at reasonable figures and most important of all, adequate rail transportation facilities.

The industrial progress of any section or community is predicated on the important factor of transportation. It has been this agency which has been mostly responsible for the remarkable advancement made in past years throughout the agricultural districts, as well as in the industrial field, by making available through transportation mediums the markets of the World.

Throughout the Southern California industrial field today a healthy optimism seems to prevail and all outward indications point to the realization of noteworthy gains during the coming year of 1923, for Southern California favorably qualifies as an industrial district, as well as a center of agricultural production.

The intensified activities in building construction, oil production and miscellaneous industrial development has created a tremendously increased movement of freight traffic. Authorities are of the opinion that neither land development nor construction work has reached the absorption point, and there is nothing in sight to indicate that these present intensive activities will overtake the actual demand for many months to come. This confidence is especially marked in the noticeable eagerness to push ahead with new enterprises, such as land developments, investment ventures, commercial and industrial undertakings, private and municipal building projects, and, in fact, all the productive activities that engage labor and capital and spell progress in the business world.

Building Activities

During the month of October figures from thirty-seven communities in

Southern California, including Los Angeles, developed a total of new building construction to the value of \$17,443,106, as compared with \$13,592,595 for the corresponding month of last year. Glendale, Long Beach and Santa Monica report remarkable increases, while substantial gains were also made in Fullerton, Whittier, Riverside, Burbank, Monrovia and a number of other progressive communities.

The year 1923 will be another great construction year for Los Angeles. Building projects already in sight aggregate in value more than the total for all building construction in 1920, which was a trifle over \$60,000,000. That was a new high mark, but it was

the Los Angeles Harbor is especially promising. The tremendous Harbor growth has made clearly manifest the need for further development of port facilities. Harbor development will proceed at high speed during the coming year as plans indicate that millions of dollars will be spent on whares and warehouses and plants by oil companies engaging in export, and by new industrial concerns locating in the Harbor district. Extensive terminal improvements are planned in connection with the facilities of the City of Los Angeles, as well as the railroads.

Growth is Uniform

Outside of Los Angeles building prospects for 1923 appear to be very favorable. Several million dollars worth of school buildings are to be erected from bond issues already voted. Long Beach, Pasadena and Glendale have some important private building projects slated for the year. There is no reason now to believe that Southern California cities outside of Los Angeles, will not maintain, if they do not exceed, the operations of the year 1922, which run close to one hundred million dollars.

Certainly, no story of Southern California's industrial advancement would be complete without mention of the important part which the Pacific Electric Railway has played in this modern drama of real progress. The railroads serving Southern California have rendered great assistance by encouraging industrial growth and have been very active in bringing new industries to the territory.

The location of industries adjacent to Pacific Electric rails has naturally been a matter which the Freight Traffic Department has constantly been encouraging in every way consistent. Our local representatives are numbered among the most important factors we have in attracting industries to sites favorably situated and the resources and advantages of their re-

HOW FAST IS LOS ANGELES GROWING? HERE IS THE DATA

Just how fast Los Angeles is growing was clearly expressed in a recent issue of "Southern California Business," from which the following excerpts were taken:

NEW buildings are being completed at the rate of one every 20 minutes.

Buildings completed for the first eleven months of 1922, each placed on a 50-foot lot, would make a street 190-miles long, built solid on both sides of the street.

Value of building permits for past three years:

1920—\$ 60,023,600

1921— 82,761,386

1922— 120,000,000

In 1910 products manufactured in Los Angeles were valued at \$68,000,000; in 1921 they totaled \$800,000,000 and will run considerably higher in 1922.

Bank clearings increased from one billion in 1912 to in excess of five billion in 1922.

Los Angeles is adding to her population this year (1922), through building operations, a whole city the size of Fort Worth, Texas, or Cambridge, Mass., or Albany, New York.

eclipsed by 1921, with a record of approximately \$82,700,000 and 1922 has rolled up the phenomenal total of \$120,000,000.

The outlook for continued expansion of the commercial activities through

spective communities is a subject which they should be thoroughly conversant.

The growth and development of any progressive city depends, in a large measure, upon the industrial activity of the community. Without these industries, representing various lines of manufacturing and distribution, a city cannot progress nor meet the competition of other growing centers of the country.

Accompanying this industrial development necessarily comes the transportation facilities which can be offered to concerns which the railroads would invite to locate along its lines and the efforts of our Industrial Department are continuously directed towards the building up of industries to be served by our varied lines as the greater the production, the greater the traffic to be obtained.

MUNICIPAL OWNERSHIP NOT SUCCESSFUL IN DETROIT

Citizens of Detroit are beginning to realize that a municipality operated electric railway is not the bonanza which they were led to believe such a railway would be. Evidence that there are breakers ahead comes with the \$5,000,000 bond appeal "for extensions, betterments and a change in the city chartered that relieves the traction company from paving between street car tracks."

If there is any city in the United States where municipal operation of local transportation should be successful, Detroit is that city, as local conditions, such as density of population, short hauls, abolition of jitneys, etc. favored successful operation by the municipality.

The following article from the Ohio State Journal would seem to indicate that Detroit is destined to have the same bitter experience of other cities affected with municipal ownership fever:

"Mired after six months' is the rather savage observation of the Detroit Free Press on the appeal of Mayor Couzens for another bond issue and help for the municipal traction lines in that city. Detroit bonded itself for many millions to raise the purchase price. More money is required, so Mayor Couzens asks for a \$5,000,000 bond issue for extensions and betterments and a change in the city charter that relieves the traction company from paving between the car tracks, that cost being transferred to the taxpayers.

"In Detroit, as in other cities that have played with municipal tractions, many broad promises were made. One that no other bond issues would be sought, that extensions and betterments would be paid for out of surplus earnings. These promises are being recalled now that the demand for more funds has come so quickly. Before Detroit purchased the property orators waxed eloquent telling what large surplus would be left, how easy it would be to keep going and grow.

"TRUCKS CANNOT SUPERSEDE THE RAILWAY LINES," SAYS PRESIDENT HARDING

Here is what the President of the United States thinks of the truck as a transportation medium and how it can be of greatest public benefit:

WE ought to turn the motor truck into a railway feeder and distributor instead of a destroying competitor.

"It would be folly to ignore that we live in a motor age. The motor car reflects our standard of living and gauges the speed of our present-day life. It long ago ran down Simple Living, and never halted to inquire about the prostrate figure which fell as its victim. With full recognition of motor-car transportation we must turn it to the most practical use.

"It cannot supersede the railway lines, no matter how generously we afford it highways out of the Public Treasury. If freight traffic by motor were charged with its proper and proportionate share of highway construction, we should find much of it wasteful and more costly than like service by rail. Yet we have paralleled the railways, a most natural line of construction, and thereby taken away from the agency of expected service much of its profitable traffic, for which the taxpayers have been providing the highways, whose cost of maintenance is not yet realized.

"The Federal Government has a right to inquire into the wisdom of this policy, because the National Treasury is contributing largely to this highway construction. Costly highways ought to be made to serve as feeders rather than competitors of the railroads, and the motor truck should become a co-ordinate factor in our great distributing system."

"Now it is different. Now it has performance, not promise. It has been learned that operation is costly, that clever management will save but a small surplus, that additions and betterments are expensive. Mayor Couzens is meeting much the same experience that came to Tom Johnson years ago in Cleveland. A long fight had been made on the traction company, much bitter feeling resulted. In Cleveland Johnson helped develop the bitterness because it might help in his fight. The same conditions existed in Detroit. In both cities the public was well educated and trained in kicking the traction company. When he became manager of the railway' Johnson got what he taught people to give to others. Couzens is undergoing the same experience. It broke Tom Johnson. It will test all the resistance and endurance Mayor Couzens may have. Johnson tasted the bitter dose he had mixed for others. Couzens may get ready for the same unpalatable dose.

"No other public improvement in municipal life lends itself to florid statements and wild promises as does the municipal traction. But making one successful is a man's job. Cleveland quit the fight and negotiated a compromise agreement, private ownership under public supervision and partial control. It has been a great success. Detroit chose to jump headlong into municipal ownership. She has an enormous bonded debt and a sick railway she lacks the ability to

cure. Detroit is just beginning to get the big dose she prepared for herself."

WESTERN DIVISION NOTES

By E. C. Brown.

Trainmen of the Western Division extend congratulations to Mr. Vickrey upon his appointment as Manager of the Pacific Electric Club and wish to assure him of their readiness to assist him in any way.

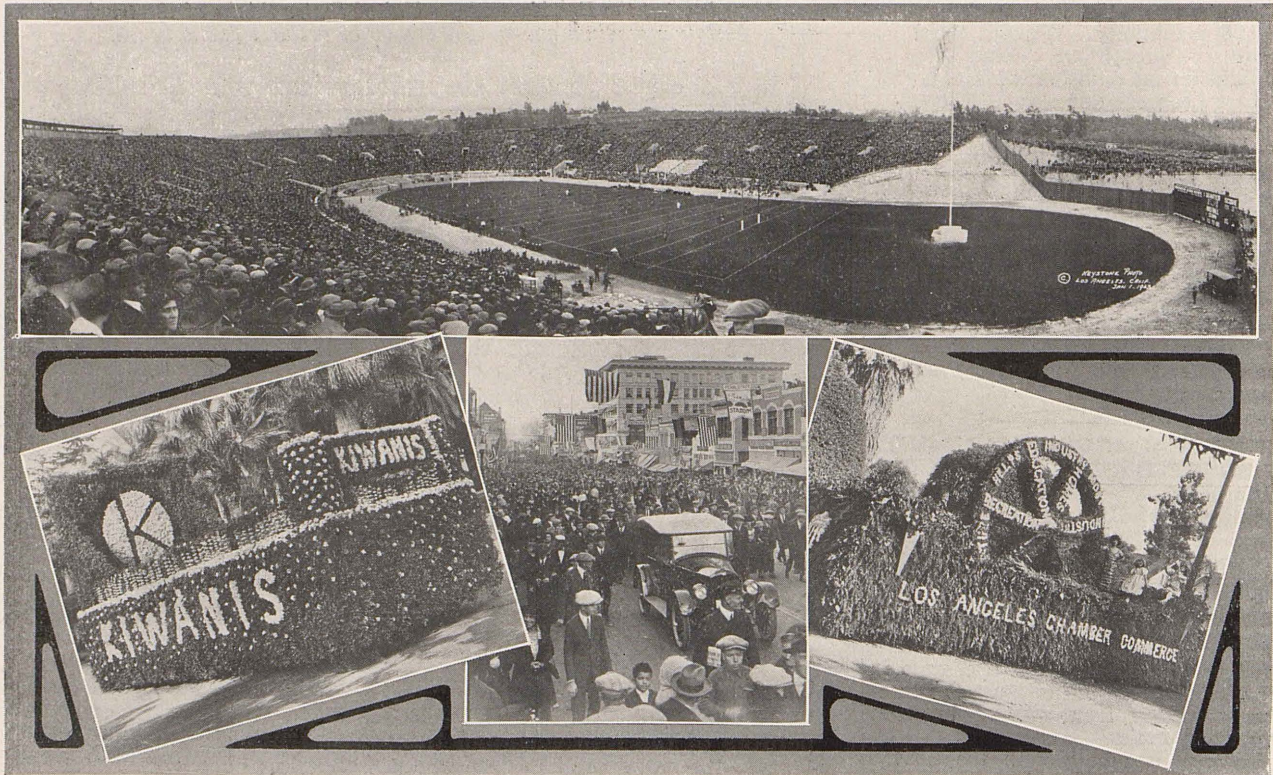
Conductor S. R. McCrone and a happy bride are spending a honeymoon at Catalina.

The writer recently returned from a trip to Tucson, Arizona, where a pleasant visit was spent with our former Depot Master Joe Dixon. Joe wished to be remembered to all his friends.

The many friends of Jack Fair are glad to see him back on the job after his recent illness.

Western Division Trainmen wish to take this opportunity of expressing their appreciation of the service and courtesies extended by the cashier's office force in charge of Mr. Logan. Many commendatory remarks have been made regarding the work of this department and it is the unanimous opinion that the present force is the best ever.

TOURNAMENT TRAFFIC HANDLED EFFICIENTLY



The annual pageant of the Tournament of Roses this year exceeded both in beauty and attendance any exhibition of former years. In the upper picture is seen the stadium at which more than 50,000 persons witnessed the year's football classic between U. S. C. and Penn State, which was won by the former. Below are two striking floats and a street scene which seems to confirm the estimated attendance of 300,000.

TO HANDLE safely and expeditiously 35,300 persons to Pasadena under conditions existing on New Year's day in that city and enroute thereto is a transportation achievement of no small proportion. Such a crowd was handled on Pacific Electric trains on New Year's day without a single accident or failure of equipment and with surprising dispatch considering the severe operating conditions which were confronted. The smoothness and clock-like regularity with which the movement was accomplished reflects great credit upon the Operating, Electrical, Mechanical and in fact, all departments, who through a spirit of hearty co-operation made possible the success of the day's undertaking.

A bright sunny day, together with a Southern California institution represented in the annual football classic and a new stadium of 53,000 seating capacity all conspired to bring out the largest crowd ever attending the Tournament of Roses in Pasadena. With highways congested to a point never before reached, operating difficulties were made unusually severe and that no accident occurred nor equipment failure developed indicates the degree of proficiency that was exercised by all concerned.

Here are some interesting features

in connection with this unusual movement:

In handling the crowd 231 cars were used, as against 40 normally required to handle the average daily traffic to Pasadena.

Cars traveled a total of 20,023 car miles, equivalent to the distance of what one car would travel at the rate of 30-miles per hour for 24 hours in 27-days; or would take one car making that mileage four-fifths the distance around the world.

No Equipment Failure

Not a single failure of equipment was recorded and equipment casualties consisted of a single broken step, which was immediately repaired and car returned to service.

The heaviest hour of travel was between 10 and 11 a. m.

A total of 163 three-car trains were operated between Los Angeles and Pasadena.

While the New Year's day movement is limited to a comparatively short period, the frequency of service, highway traffic congestion, power requirements and other conditions incident to this large movement are such as to require much planning and attention to detail. In order to meet the difficult problems of the movement officers of the operating and other staffs held meetings and discussed plans and through profiting by experience gained

in former years many betterments were affected.

The following will show the pretentiousness of the plans which were put into effect with such good results: Equipment was placed in the best possible condition and repairs rushed on multiple equipment in shops, so that this class of cars would be available in large numbers. At several strategic points mechanical experts were stationed to facilitate repairs that might become necessary. Line cars and emergency towers were placed at advantageous points, together with inspectors and linemen ready for any emergency that might arise. On account of the necessity of shorter headway, block signals were blinded, train movements being controlled by flagmen stationed at regular intervals. Additional power requirements necessitated the installation of three portable substations, two being located at Oneonta and one at Sierra Vista.

In order to provide additional power on the Lincoln Avenue line, on account of running heavy equipment to Stadium, the Electrical Department rushed the installation of additional feeders and by heroic efforts succeeded in completing the work, which resulted in a greatly improved service over that previously rendered. In order to handle the crowd expeditiously

in Los Angeles many additional ticket clerks were stationed in the main lobby of the building which eliminated congestion in the station to a minimum. Short Line trains were routed south on San Pedro, over the elevated and north on Main Street, which is the reverse of the route usually followed. Oak Knoll Line trains were routed in both directions via elevated and San Pedro Streets, passengers boarding on stub tracks in rear of station. This change of train routing previous experience has shown to result in a more rapid handling of equipment.

Both the press and our patrons were liberal in expressing their appreciation of the service rendered on New Year's day and the results achieved were accomplished through profiting by experiences of the past and a spirit of cooperation by all.

EMPLOYEES' TORRANCE DANCE HILARIOUS SUCCESS

That those of us who did not attend the Pacific Electric Club Dance at Torrance missed a real evening's entertainment is evident from the following account of the event submitted by Willis M. Broks of the Mechanical Department:

"The dance at Torrance, given by the P. E. Club on December 16th, was one grand hilarious success. With approximately 300 present, all with the avowed intent of having a good time; a dance floor waxed until it shone like glass, and the P. E. orchestra furnishing music so compelling your feet would just naturally start out on their own account.

"Mort Stuart icked the ivories at the piano and he was in usual form. Mr. Geibel, new Assistant Mechanical Superintendent, made a short address introducing Mr. Vickrey, our new club manager. To most of us no introduction was necessary, the Vickrey smile and welcome being well known features at Mt. Lowe Tavern. Mr. Ed. Straube, Shop Superintendent at Torrance, and Mrs. Straub were present. Ed has the happy faculty of enjoying himself and also of helping others to do the same.

"Meanwhile there was dancing, lots of dancing. Between dances entertainment was provided. Miss Irene, we understand from the Orpheum Circuit, offered a clever little song and dance stunt. We all enjoyed every bit of it, even the shadow. Cloud and Hutchins, a team, polished this off with the latest song hits, and Tourney, the slight-of-hand artist, right before our eyes, performed the seemingly impossible.

"Paper hats of vivid hues lent color to the scene and wooden horns of varied tone gave discord to the air. But it was a joyous discord. A loud clamorous, glorious discord.

"And then we danced again. We waltzed and stepped and trotted, until we needed a fan badly. Over in a corner we noticed a line forming and from the line departed large smiles carrying paper plates heaped high with ice cream and cake. It was the

MR. PONTIUS LAUDS HANDLING OF NEW YEAR CROWD

MY personal appreciation, as well as my official commendation, is extended to all officers and employes for the splendid co-operation, strict attention to detail and substantial results attained in handling the Pasadena New Year service.

"At no time in the past has more efficient service been rendered the public and expressions of appreciation of this service have been made not only by a great many of our patrons, but by the public press and is very gratifying."

D. W. PONTIUS,
Vice President & General
Manager.

climax; the fan a thing no longer needed. 'Vick' knew when.

"Again we danced until we could dance no more and the evening ended and the next day drew near, and as the crowds departed the main and only inquiry seemed to be, 'When does the next one come off?'"

SANTA VISITS CHILDREN TRAVELING VIA S. P.

Despite the fact that Pullman cars have no chimneys Santa Claus managed to visit little children on Southern Pacific trains Christmas Eve just the same.

In order that children who chanced to be traveling might not be deprived of their regular Christmas festivities, the Southern Pacific Company placed Christmas trees in the observation cars of their trains. Also, to carry out the holiday spirit, dining car stewards acted as Santa Claus and distributed free candy to the "good little boys and girls" on the trains.

This is the first time that Christmas trees have been placed on Southern Pacific trains and the experiment proved a wonderful success. The trees used for the occasion were silver-tipped fir from the summit of the Sierra Nevada mountains.

Cross-eyed Judge lines all three cross-eyed prisoners before him charged with disturbance.

"What's your name?" he asks the first man.

"Tim Dugan," says the second.

"I didn't ask you," says the Judge.

"I didn't say anything," answered the third.

VINDICATE COAST LINES FOR CAR SHORTAGE

California transportation facilities functioned beyond criticism during the critical period of moving the state's crop perishables in 1922. This was the sense and the expression of the Fifty-fifth Annual Convention of Growers and Farmers, held at Sacramento on December 12th, 13th and 14th. Blame for the car shortage was placed squarely upon the railroads east of the Missouri river by the speakers before the gathering.

It was shown during the discussion of the transportation problems of the growers and shippers of California, that Southern Pacific and other carriers of the state, exerted superhuman efforts to secure the return of cars from eastern railroads where they were held for excessive periods of time. It was decided that conditions on eastern railroads were deplorable and so congested that movement of refrigerator car equipment, particularly, was secured with difficulty by Southern Pacific and other Pacific coast lines. Once received, solid trainloads were rushed into California for reloading and shipment to eastern markets.

Commendation was voiced, both from the floor of the convention and before the transportation committee, for the activity of the Southern Pacific in scouring the east during the period for equipment. Thousands of cars were at eastern terminals and on sidetracks. Particular reference was made of the work of C. J. McDonald, Superintendent of Perishable Freight of the Southern Pacific, who spent considerable time in the east in an effort to secure the prompt return of refrigerator cars to California.

Efforts of the Southern Pacific, it was pointed out, went so far as to offer eastern railroads full freight rates for the return of empty refrigerators. Continual pressure was placed upon the car service division of the American Railway Association for relief.

Lack of terminal facilities in the east and the failure of the carriers to handle empty equipment westward was cited as the cause of California's trouble by Charles E. Virden, Sacramento grower, shipper and packer who was chairman of the transportation committee of the convention.

"We are convinced that our California carriers functioned as nearly perfect as possible," declared Virden, speaking before the convention. "The trouble was not in California and not with our carriers, it was farther east and in large measure, east of the Mississippi river. We feel that no stone was left unturned by our railroads to secure the return of their equipment for service. The eastern railroads, however, did not function properly and California growers suffered. Eastern terminals became congested, many refrigerator cars being held for days under load.

THROUGH THE CAR WINDOW

*Little Observations by "The Man"
Who Rides Often*

ON the evening of November 27th, just after five o'clock, on one of our local cars, a group of men were discussing street car conditions in Los Angeles. One man said "the yellow cars take me a little nearer home than the red cars, but I prefer paying the ten cents rather than the five cents on the yellow cars. The motorman and conductors on the red cars are always gentlemen; they take time to answer your questions, and, as a whole, are a very courteous lot of fellows."

This is the highest praise, and we can (and do) draw from it the greatest satisfaction. In the first place, it was spontaneous and sincere, and came without solicitation or any effort to flatter. The man did not know he was overheard. It proves that our trainmen are noticed and talked about, and that their civility and gentility are appreciated in terms of dollars and cents. It certainly means something to pull business our way in this manner.

In the second place, we cannot overlook the fact that we are hitting a high standard if we excel the men on the yellow cars. They have made very special effort during the year just passed to eliminate all examples of discourtesy, and they have made a wonderful showing, complaints having been reduced to a minimum. It will be well to remember that we must watch our step if we keep our enviable reputation; the comparison with the men on the yellow cars does not mean anything to their discredit, but simply shows that we have done unusually well.

In the third place, let's notice that the man said "as a whole." This means that he must have seen some exceptions to the general run of good conduct. Gentlemen, we put that feature right straight up to you! Just you bear in mind that you have a wonderful reputation "as a whole," and don't lose an opportunity to bear down on one of your fellow-trainmen if you catch him ruining your reputation. Get the idea? To get such praise as this is worth the effort to line up any man who forgets "esprit de corps."

Of course we are not trying to be ladies or gentlemen in our contact with the Company's patrons just for the sake of the money it will bring in, or for the kind words that it will return, or merely to do better than some one else does. Certainly these are all good reasons why we should excel in civility, but the real reason under it all is that it is RIGHT. We

are going to do the RIGHT thing because it is RIGHT, and regardless of any praise, or money, or otherwise. Virtue brings its own reward.

The only reason that this Company has enjoyed for years the best reputation in the world for having the very best bunch of men that there are in contact with the public is because our kind of men believe there is such a thing as PRINCIPLE, and, accordingly, they are usually found doing the thing that is RIGHT.

And, believe you me, we thank you for it. And we wish you a Happier, and an easier, New Year than ever before. More power to you, to be patient with the impatient; more wisdom to you to be wise with the unwise; more control to you to be civil to the uncontrolled; and be sure to not forget that your position and your efforts are appreciated by your fellow-employees and by the thinking public.

Married and Single

Pop—"What's wrong?"
Son (twelve years old)—"I had a terrible scene with your wife."—Cap and Bells.

SERVICE CHANGES

New time table went into effect on the San Pedro via Gardena Line on January 7, 1923. This new time table was necessary in order to put the 6.15 a. m. San Pedro train out of Los Angeles seven minutes sooner, at the request of regular patrons of that train.

Incidental to the annulment of service on the Terracina Line, Redlands, the schedules on the Smiley Heights Line, Country Club Line, and Citrus Ave. & Wabash Line were changed, effective December 20, 1922.

Effective January 1, 1923, service on the Manhattan Beach, Hermosa Beach and Redondo Beach Local Line was revised, providing for through service to Clifton.

AGENCY CHANGES

Effective January 1, 1923, Mr. C. O. Stephens was appointed agent at Etiwanda vice W. O. Frost. Mr. Stephens has been connected with the Upland agency as assistant agent and served from time to time as relief agent.

W. O. Frost was appointed agent at Colton, effective December 13, 1922 vice T. J. Olliffe who was transferred to Wingfoot. Mr. Frost was previously agent at Etiwanda.

Effective December 28, 1922, T. J. Olliffe was appointed agent at Wingfoot vice R. E. Murphy who resigned from the service. Mr. Olliffe was transferred from the Colton agency.

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

Passenger Revenues	\$1,054,667.80
Freight and Switching Revenue	393,538.15
Other Revenue	82,179.34
Total Railway Operating Income	\$1,530,385.29
Total Railway Operating Expenses:	
Wages	\$738,915.40
Other Charges	412,088.08
Transportation for Investment—Credit	1,059.53
	1,149,943.95
Revenue, Less Operating Expenses	\$ 380,441.34
Depreciation	\$ 23,798.28
Taxes Assignable to Railway Operations	80,053.38
Total Depreciation and Taxes	103,851.66
Revenue, Less Operating Expenses, Depreciation and Taxes	\$ 276,589.68
Non-Operating Income	5,488.22
Net Revenue	\$ 282,077.90
Interest on Bonds and Other Debt	\$324,672.96
Rents and Miscellaneous Income Deductions	103,974.43
Total Deductions	428,647.39
Net Loss for Month	\$ 146,569.49
Net Loss for Eleven Months	478,332.39
L. A. LOVELL, Auditor.	
Los Angeles, California, Dec. 29, 1922.	

A MOST GENEROUSLY PROPORTIONED FAMILY



Here we have the prize family among Pacific Electric employes, the eleven handsome children being the prides of Mr. and Mrs. Elias Montoya. The children range in age from a few months to 16 years. Reading from left to right: Beatrice, Rebecca, Henry, Emma, Emmanuel, Vesta, Virgil, Horace, Consuela, Titus and Baby Sarah.

WERE he living today the blessings and congratulations of Colonel Roosevelt would be heartily extended to Mr. and Mrs. Elias Montoya, the parents of the exceptionally fine lot of native sons and daughters seen in the accompanying photograph. While we knew that in the ranks of Pacific Electric employes there were many families of generous proportions, the one shown herewith is larger than any ever uncovered at the annual picnic where prizes are awarded for the largest family attending.

All of the children have shown remarkable musical talent. Already they have a creditable quartette and family chorus in which Vesta officiates as alto, Virgil as tenor, Horace as baritone, Consuelo as soprano, the rest of the children forming the chorus, while Mrs. Montoya acts as accompanist at the piano. It is the parents' intention to have each child play an instrument and shortly we will be entertained by a real "family orchestra" which may make our P. E. Band look to its laurels.

Mr. Montoya has been in the em-

ploy of the Company for the past six years as Welfare Worker among our Mexican employes. He makes frequent visits to the various sections camps on our system, giving aid and advice wherever needed and generally caring for the well-being of these workers.

Mr. and Mrs. Montoya deserve and we extend to them our sincere congratulations, not only upon the generous size of the family, but upon the excellent manner in which it is evident that the children are being reared.

SOUTHERN DIVISION NOTES

By F. J. Oriva

Motorman G. Price is leading the Southern Division Motormen in Coasting.

Another member of our ranks is soon to become a rancher, G. Forsberg, Motorman, recently having bought ten acres of grapes at Fontana and plans to make his home there in the near future.

Forty-one inches of snow greeted Motorman W. Gilliam who spent a late vacation at St. Paul, Minnesota. Other late vacationists who are now back on the job are: Conductor H. Bennett who visited relatives in Chicago; Motorman W. Colley spent 30 days visiting his mother in Florida and Passenger Director S. J. Mason, who visited his old home in Louisiana.

ANNUAL BALL TO BE GIVEN JAN. 17th

On Wednesday, January 17th, the Annual Ball given by the Pacific Electric Club will be held at the Redondo Beach Auditorium. Mr. Vickrey is bending every effort to make this year's gathering a banner one and those who have attended in former years are looking forward to this most enjoyable event.

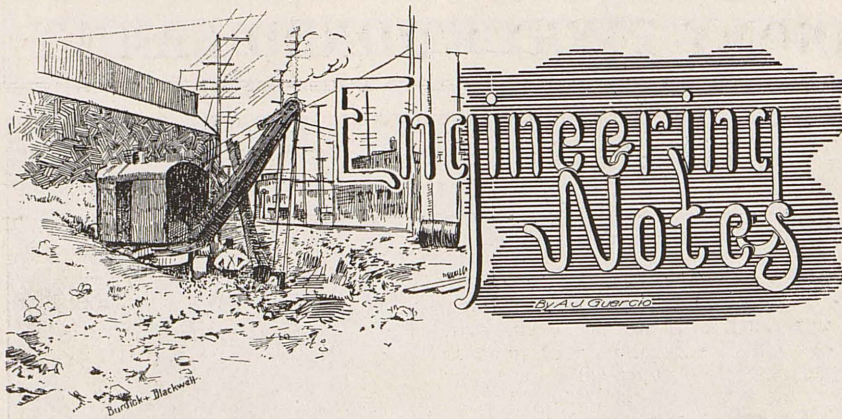
Employes, their relatives and friends are invited and special announcement cards giving full details will be distributed well in advance of the event. On account of the Annual Ball being scheduled for Wednesday evening, the usual Thursday evening dance, booked at the Club for Jan. 18th, has been cancelled.

S. P. ANNOUNCES SUMMER PASSENGER RATES

The Southern Pacific Company in 1923 will place in effect substantially the same low summer rates offered by that Company last season, according to announcement by Chas. S. Fee, Passenger Traffic Manager. The back-east fares from California common points (round trip) will be as follows:

To Ogden and Salt Lake City, \$48.82; to Denver, Colorado Springs and Pueblo, \$64.00; to Omaha and Kansas City, \$72.00; to Chicago, \$86.00; to St. Louis, \$81.50; to New Orleans, \$85.15.

Corresponding rates will be made to other eastern destinations. The westbound summer tourist fares to San Francisco, Oakland, Los Angeles and San Diego will be the same as the back-east fares shown above. Announcement of sale dates and other details will be made later.



The gr.m reaper appeared in our midst and claimed one of our faithful employes, Michael Casey, who was born at Foxforth, Ireland, September 15, 1858. He entered our service as track foreman July 7th, 1910, having been previously employed on the L. A. & S. L. R. R. Co. At the time of his death he was camp man at the Sherman camp and resided at 427 Whipple St., Sherman. Heartfelt sympathy of the department is extended to the bereaved family.

Wesley Z. (Doc) Shaw, Work Order Clerk, announces the arrival of a baby daughter on December 11th. Congratulations, Doc—quite a nice Xmas present.

The following work has recently been reported completed:

Installation of automatic flagman (wig-wag) at Clarrington Avenue near Culver City on the Venice Short Line to safeguard the crossing and reduce the hazard of accident.

Reconstruction and paving of main line and siding at 14 h Street on the Santa Monica Air Line, replacing 50 pound rail with 75 pound, to comply with Santa Monica city ordinance covering the paving of 14th Street.

Providing crushed rock driveway at the Van Nuys Station on the Hollywood-Van Nuys Line to facilitate the loading of vegetable shipments, especially the potato crop from San Fernando Valley.

Installation of sanitary plumbing and shower baths in the section camp at El Monte on the Covina Line to meet the requirements of the City Health regulations of the City of El Monte and the requirements of the California State Housing Commission.

Construction of curb and storm drain in front of the Sierra Madre Station at Baldwin and Central Avenues.

Abandonment of freight platform at East Long Beach on the Newport Line on account of new freight and passenger station having been installed at the same location.

Construction of two additional spur track facilities to serve the Southern California Edison Company to provide additional facilities for delivery of carload shipments of materials, equipment and machinery at the site

of the proposed substation at Compton Road, Laguna on the Whittier Line. One spur 612 feet and the other 723 feet in length.

Installation of Type E-1 waiting station at Wilcox on the Whittier Line upon request of the Laguna Land and Water Company who are subdividing this portion of their holdings and developing a new residence section.

Installation of signal light circuit between West Alhambra and Shorb on the Shorb Line to facilitate the operation of local service and eliminate hazard of accident.

Placing in service one Atlas Rail Grinder, complete with trailer, for the purpose of providing smooth rail surface when rail has been built up by welder. This machine consists of motor whose energy is supplied from the trolley and attached to grinding wheel and the whole machine operated by one man. The total weight is approximately 1200 pounds.

Placing in service of two 3½ ton Pierce Arrow trucks equipped with steel dump bodies, each machine weighing approximately 16,600 pounds.

Construction of ticket handling facility in the 6th and Main Terminal for use of the Southern Pacific Company's Ticket Agency.

MINUTES PACIFIC ELECTRIC ROD AND GUN CLUB

By "GRIFF"

Meeting of the Pacific Electric Rod & Gun Club was called to order at 8:10 p. m., Wednesday, December 13th, by President Geopfert, 29 members being present.

Secretary reported a total membership of 447, including the four new members submitted and approved.

Treasurer Wooderson reported as follows:

Cash in bank	\$104.50
Shells (72 boxes—1.10 box).....	79.20
Blue Rocks	20.00
	\$203.70

R. L. Spafford dolefully announced that all arrangements for the scheduled rabbit drive had been cancelled on account of the inaccessible roads.

As a courtesy to an honorary member the Pasadena Hardware Co. it was suggested by Field Captain May that

Joe Welsh be placed on our mailing list in order that he might attend our regular monthly meetings. Suggestion developed into a motion and the motion and the motion unanimously carried.

Mr. Manley said that during a shoot, held some weeks ago in Griffith Park, some of our noble shooters slipped remorsefully below par, most likely as a result of the approach of the end of the season. Let's illustrate by comparison:

Spafford	68 x 75	112 x 125
Wiggan	93 x 100	100 x 125
Hodge	139 x 150	
Oefinger	42 x 50	86 x 100
Smith	67 x 75	95 x 100
Manley		82 x 100

It will be noted that H. Smith has ascended to first place and shot 25 straight birds thereby winning the coveted diamond stick pin.

Manley also stated that Casner, a director of the club, won by a score of 95 out of a possible hundred a huge and toothsome turk.

President Geopfert suggested that Sunday, preceding the second Wednesday in January, be set aside for those who cared to join the party in quest of rabbits to prepare for the "Ladies' Night Banquet" to be held on our club night in January, and that all those desiring to attend this hunt would please list their names with Mr. Worley in the office.

After some discussion and voting it was decided that the Pacific Electric Employees' Annual Ball, to be held at Redondo on the night of our banquet would not interfere with our meeting.

The question of circularizing among various sporting goods houses in the east and elsewhere for prizes to be donated for the season now facing us was brought up by Spafford and the question is still pending.

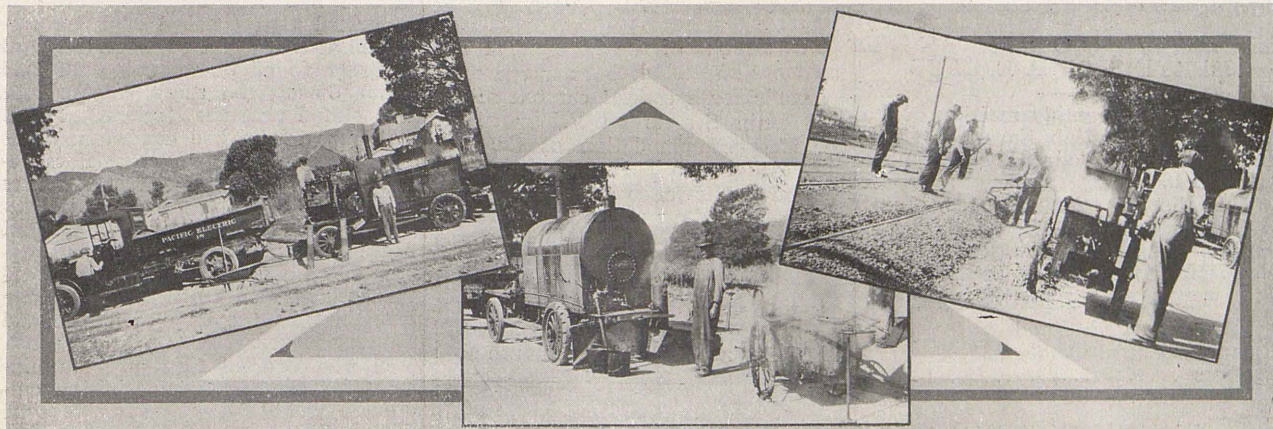
Mr. N. B. Vickrey, erstwhile manager of the Tavern and successor to Mort Stuart as Manager of the Club, was eulogized from boyhood, when it is said he was considerable of a bean shooter, to his present stature of six likable feet.

Mr. Casner suggested that all who were willing would be doing a highly favored thing if a petition were executed to Congress opposing the assessment of a ten percent war tax on shooting equipment, shells and powder and it was decided that this suggestion would be carried out.

Mort Stuart, on account of his active duty in the past, was elected an honorary member of the club. T. L. Griffin was also favored with this courtesy.

A very elaborate and entertaining exhibition, in the way of slides and pictures of the rabbit drive and a hunting expedition made by R. L. Spafford, was enjoyed between puffs of the "Bobbie" Burns Havana fillers, handed out by the President. The art titles were written by Max Schuring and were very good.

SPEED AND ECONOMY IN REPAIRING CROSSINGS



By equipping trucks with all modern facilities for repairing road crossings, the Engineering Department is now not only able to do this work much more rapidly than formerly, but costs have been reduced to a minimum. The scenes above show the equipment and crew on the job.

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

THE success of a new practice and newly designed equipment adopted by the Engineering Department for repairing road crossings over our lines has been clearly demonstrated during the past few months. As a result of the experiments made this work will henceforth be performed much more rapidly and at a considerably lower cost than heretofore. The extent of the improvement over former methods is clearly seen when it is stated that in many instances as much as 400 per cent more work is frequently performed by the same sized crew per day than with the facilities and methods previously used.

There are more than 1,000 improved road crossings on the Pacific Electric lines, the task of maintaining which falls to the lot of the Engineering Department. The volume of maintenance work on these crossings has increased tremendously in recent years and with it the necessity of greater expedition and economy. To perform the work economically and with dispatch the Engineering Department bent its efforts toward the assembly of a truck equipped to move from job to job all equipment and materials necessary to perform the work. To this end, a 3½-ton chassis was first equipped with a 600-gallon boiler for heating oil before applied to crushed rock, boiler being equipped with a specially designed firebox. On the front of the chassis a platform was installed upon which is mounted a tank containing fuel oil. A water tank, to supply water for generating steam, is mounted on the rear of the truck.

Kettle Mounted on Wheels

A 50-gallon capacity hand pump oil kettle, mounted on wheels, was obtained as part of the new equipment and when being transferred from job to job is stored on the front platform of the truck. The hand kettle also has

a firebox for keeping the oil at the desired temperature, and is equipped with 20 feet of ¾-inch hose connected to a three-point oil sprayer for spreading the oil. The oil spraying kettle results in the oil becoming thoroughly penetrated into the rock, which is thoroughly spread and rolled before the oil is applied. Also, it gives a more uniform and quicker distribution of the oil and the desired heat is always obtainable, which is an important factor for obtaining the required degree of penetration.

The oil heating outfit is transported from job to job by being coupled to the rear of the trucks. The truck also carries the necessary crushed rock and tools for crossing repair jobs and where additional rock or other materials is necessary is free to make delivery after equipment has been delivered.

Oil Macadam Repairs

The company has a large mileage of tracks in small cities that are paved with oil macadam. This equipment is also used in repairing such pavement. The outfit is able to efficiently proceed along the tracks in the street with dispatch, dumping the rock with the truck, pulling the oil heater and oil pump kettle along in order that all features of the work may be handled under first class conditions and as rapidly as possible. In the past when a particular line was singled out for repairing the road crossings, traffic conditions frequently resulted in the work being handled by piece meal methods, but with the new layout of equipment available these difficulties are overcome. The Engineering Department has long realized the need of some efficient system and supporting type of equipment to efficiently handle this work, but it involved considerable study to initiate

a practical layout that would meet its needs in this respect.

As showing the increased efficiency of the new method, heretofore the required amount of material estimated as being necessary for each particular job was prepared at the paving plant at Slauson Junction and moved to the job either by freight or special work motor. In other cases, it was the practice to truck the required amount of ¾-inch crushed rock to the job and then transport the heated roadway oil by the contractor's oil truck. This necessitated the oil truck of the contractor being held on the job while the laborers tamped the crushed rock in place and poured oil thereon. Traffic delays and slight variations in requirement of materials estimated frequently caused costly delays and slowed up efforts to maintain crossings in proper condition.

EMPLOYMENT BUREAU FOR DISABLED VETERANS

Employes having disabled ex-service relatives or friends seeking employment to be conducted by the U. S. Veteran's Bureau. Col. Chas. E. Forbes of Washington, D. C., Director of the Veterans' Bureau, has authorized Major Louis T. Grant, Manager of the 12th District, U. S. Veterans' Bureau, to extend government employment service to disabled veterans of the World War who are qualified for various vocations.

This service is now functioning through the Los Angeles Sub-District of the Veterans' Bureau under the direction of Mr. Kenyon J. Scudder, Manager of the Sub-District office of the Bureau in the Pacific Mutual Building. Mr. S. E. Hollister has been appointed Employment Representative of the Los Angeles Sub-District.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Pacific Electric Club Executive Committee was held Wednesday, December 6th at 2:15 p. m.

The following members were absent: A. S. Kuderna, H. C. Ward, L. F. Foegle, E. S. Donaldson, R. M. Hyde, B. F. Manley and J. F. Naylor.

REPORT OF MANAGER

Club Fund

Balance on hand October 31...\$ 23.74
Receipts 1034.00

Total 1057.74
Bills and expenses 987.74

Balance on hand, Nov. 30....\$ 70.00

Relief Fund

Balance on hand October 31...\$ 443.62
Receipts 578.01

Total\$1021.63
Paid out in relief..... 713.75

Balance on hand, Nov. 30....\$ 307.88

The resignation of Mr. J. F. Naylor, executive committeeman from the Engineering Department, was accepted at this meeting. Mr. Naylor is leaving the services of the Company. His successor will be elected at the next meeting.

The club donated \$100.00 to the Engineering Department nurses for the purpose of preparing Christmas bags to distribute among the Mexican employees of the Company.

Unfinished Business

Mr. Smith advised the arrangement for a nurse at the Torrance Shops is still under consideration. This matter will be brought up at the next meeting.

Mr. Smith advised the arrangement stated that the work had not been started on the installation of the drinking fountain in the trainmen's room at Sherman. Mr. Smith referred this matter to Mr. Guercio of the Engineering Department for investigation.

New Business

January 17, 1923 was set for the Annual Ball at Redondo Beach. Final plans will be made at the next meeting.

Mr. Taylor reported the pool tables at San Pedro are badly in need of repairs. Mr. Smith requested Mr. Taylor to send a requisition to the general superintendent for the necessary work and the matter would be handled in the regular manner.

Mr. Williams asked that the piano at Long Beach be tuned. This piano was purchased by the employees some time ago. Mr. Smith authorized Mr. Williams to arrange for the tuning, and send the bill to his office for approval.

Mr. Brooks of the Mechanical Department requested that arrangements be made for a special car out of 6th and Main Streets on Friday nights for the accommodation of the employees living in Torrance who attend the movie shows, as such an arrangement would allow the attendance from that point to stay for the entire performance. This suggestion was approved by Mr. Smith, who will arrange for a special car to leave the 6th and Main Street Station at 10:30 P. M. for a period of one month as a

CLUB MOVIE PROGRAM

Friday, January 12:

Main Feature: "The Old Homestead" with Theodore Roberts, George Fawcett, T. Roy Barnes, Harrison Ford and Fritzi Ridgway.

Comedy: Aesop's Fable: "The Boy and His Dog."

Friday, January 19:

Main Feature: "The Top of New York," with May McAvoy.

Comedy: Johnny Jones in "Makin' Movies."
Pathe Review.

Friday, January 26:

Main Feature: Gloria Swanson in "The Impossible Mrs. Bellew."

Comedy: Harold Lloyd in "Si Senor."
Aesop's Fable: "The Model Dairy."

Friday, February 2:

Main Feature: Thomas Meighan in "The Man Who Saw Tomorrow."

Comedy: Harold Lloyd in "Let's Go."
Aesop's Fable: "Love at First Sight."

Friday, February 9:

Main Feature: "Kick In" with Betty Compson, Bert Lytell and May McAvoy.

Comedy: Harold Lloyd in "Count the Votes."
Aesop's Fable: "The Hunter and His Dog."

Friday, February 16:

Main Feature: Rodolph Valentino in "The Young Rajah."

Comedy: "Snub" Pollard in "The Stone Age."

Friday, February 23:

Main Feature: Wallace Reid in "Thirty Days."

Comedy: Johnny Jones in "For Rent—Haunted."
Aesop's Fable: "The Maid and the Millionaire."

tryout. Should the arrangement prove successful, the service will be established for every Friday night thereafter.

Mr. McCulley, Terminal Foreman at 6th and Los Angeles Terminal, requested that crushed rock be furnished at that point to fill in the yard in order to eliminate the mud and water during the rainy season. He also stated that the lockers at that station are in a bad condition. This statement brought up complaints regarding the condition of the lockers at Macy Street, Ocean Park and Pasadena Terminals. Messrs. Taylor, McCully and Thorburn were appointed as a committee to investigate the lockers and endeavor to secure something in the way of a safe and sanitary locker.

It was decided that an entertainment for the Northern Division employees would be given some time during the month of February. Mt. Lowe was suggested for the location. Final arrangements will be made at a future date.

Mr. C. M. Stuart, manager, tendered his resignation to the committee to take effect December 15, 1922, he having accepted a very fine position with the Southern California Music Company of this city.

The executive committee unanimously placed itself on record regarding the resignation of Mr. Stuart as follows: "On accepting the resignation of Mort Stuart as Manager of the Pacific Electric Club, the executive committee does so with the greatest regret of losing his services, and with very best wishes for his success in his new field of work."

Mr. N. B. Vickrey, who has been employed for a number of years as Manager of the Alpine Tavern, was elected as Manager to succeed Mr. Stuart. Mr. Vickrey was advised of his election by telephone and immediately came to the club to appear before the executive committee. He made a very pleasant impromptu speech to the committee, accepting the position as Manager and thanking them for their confidence in him.

P. E. CLUB BULLETIN

January 10, 1923 to February 10, 1923
Wednesday, January 10:

Operating Staff meeting at 10:00 a. m.

Rod and Gun Club meeting at 8:00 p. m.

Thursday, January 11:

Lucky Spot Dance in auditorium at 8:30 p. m.

Friday, January 12:

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

Saturday, January 13:

Agent's Association meeting at 8:00 p. m. Refreshments served after meeting.

Monday, January 15:

P. E. Band Rehearsal at 8:00 p. m.
P. E. Chorus Rehearsal at 8:00 p. m.
Electrical Department Meeting at

8:00 p. m. Refreshments served after meeting.

Tuesday, January 16:

Northern Division Safety Committee meeting at 8:00 p. m.

Trainmen's meeting (all divisions) at 8:00 p. m. Refreshments served after meeting.

Wednesday, Jan. 17:

Annual Ball at Redondo Beach Auditorium.

Thursday, January 18:

Lucky Spot Dance in Auditorium cancelled on account Annual Ball held night previous.

Friday, January 19:

General Staff meeting at 10:00 a. m. Regular Movie Show in Auditorium at 7:45 p. m.

Monday, January 22:

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

Thursday, January 25:

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

Friday, January 26:

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

Monday, January 29:

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

Thursday, February 1:

Souvenir Dance in Auditorium at 8:30 p. m.

Friday, February 2:

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

Monday, February 5:

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

Tuesday, February 6:

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

Wednesday, February 7:

Pacific Electric Club Executive Committee meeting at 2:00 p. m.

Thursday, February 8:

Western Division Safety Committee meeting at 2:00 p. m. Jazz Novelty Dance in Auditorium at 8:30 p. m.

Friday, February 9:

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

Saturday, February 10:

Agent's Association meeting at 8:00 p. m. Refreshments served after meeting.

ACCOUNTING DEPT. NOTES

By Mary Blackburn

The Accounting Department wishes to extend best wishes for a prosperous New Year to the various other branches of the Company, and solicits the co-operation in all matters of interest to the various bureaus through which each Department work is handled.

Mrs. Florence Sanders of the Freight Accounts Bureau is busy at her desk after spending a very much needed vacation with relatives in the east. Miss Hockenberry of the same Bureau, was the recipient of a hearty

REMINISCENCES



OUR call in last month's issue for historical pictures was not in vain, several most interesting old time scenes on Pacific Electric lines having been received and will be preserved at the Pacific Electric Club. In the accompanying picture will be seen Supervisor A. MacKenzie as Motorman in 1900 on a Santa Monica local line of the Los Angeles-Pacific Railway. The car is No. 42, a single truck affair. The picture was taken on 3rd Street, between Wilshire Blvd. and California Street, in front of what is known as the "Violet Cottage."

welcome after an absence of two months, and she returns very much benefitted and looking quite her old charming self.

Miss May Barlow has left our midst to take up a more intensive line of work, she having been married on December 30th, 1922 to Andrew Dempsey, a prosperous Los Angeles contractor. The department extends congratulations and hearty good wishes for a future life of happiness.

Miss Georgie Ritchie is another deserter, she having abandoned the routine of office life to develop her talent of art. Mrs. Read now "Graces" the Northern Road desk in the Disbursements Bureau in her very charming manner.

Mrs. Belia Dale spent a real eastern Thanksgiving with her relatives in Indiana, and succeeded in winning a prize, having brought her mother back with her to California.

"Lincoln's Wisdom"

I do the very best I know how—the very best I can; and I mean to keep doing so until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten thousand angels swearing that I was right would make no difference.
—Abraham Lincoln.

REDONDO BEACH NEWS

The improvement of the North Beach was formally opened with a celebration on Saturday evening, November 25th. This improvement consists of a new cement walk along the Ocean front extending all the way to Hermosa Beach. A new system of lighting has also been installed, and this has made a wonderful improvement in this part of the beach. As a matter of fact, any one visiting this North Beach who had not been in Redondo for over twelve months would be surprised at the wonderful change that has taken place. This will be a great attraction in the summer time both for bathers and the general public.

The newly formed Redondo Beach Athletic Club promoted the first big swimming event in the bath-house last month under the direction of Ted Combs. Many interesting events were staged and there were entries from the Los Angeles Athletic Club, Venice Bath House and other resorts.

The Redondo Beach entries showed excellent form in the swimming races, Paul Nelson winning the 100-yard Man's Breast Stroke, and Rusty Williams winning the 100-yard Dash for men. Los Angeles Athletic entries came in also for honors, and the celebrated Duke Kohanamoku carried off first honors in the 200-yard Relay Race for men.

There were some handsome cups and medals presented by the Redondo Beach Chamber of Commerce, the Redondo B. P. O. E. and the Redondo Beach Business Men. This event which was unusually successful is the forerunner of many to follow.

The "Merry Christmas" Ball held in the dance pavilion on Christmas night proved to be a happy success. The special features of the evening were the exhibition dances staged by pupils of Mabel Rockwell. The hall was tastefully decorated and several handsome prizes were awarded in spot dances.

The free street carnival and dance held on New Years Eve brought out a tremendous crowd, the street dancing taking place opposite the Racer to the music of a colored jazz band. There were serpentine and confetti battles, balloon showers, and the Yama Yama girls all helped to entertain the big crowd of young people.

The dance pavilion came in for its fair share of patronage, and the big crowd remained dancing and having a hilarious time in seeing the old year out and the new year in. The crowds did not commence to disperse from the hall until about 1:00 A. M. New Years' morning. This New Years' Eve celebration was the most successful one that has ever been held in Redondo Beach.

She Knew Him

Ben: "I think I have a cold, or something, in my head."
She: "Must be a cold."—Selected.

FREIGHT IS SMALL ITEM IN PRODUCTION COSTS

Report of Joint Committee on Agricultural Inquiry has been made to Congress. The collection and assembling of data in this report represents the combined efforts of 1,600 people and the circulation of more than 250,000 questionnaires. Freight changes in 1921 represented 6.9 per cent of the wholesale or factory value of products of manufacturers, including raw materials of every kind and also the transportation for final distribution to ultimate point of consumption.

Some extracts from the report follow. "It is obvious that freight costs distributed over the unit of sale will always be greater upon the bulky, heavy-loading commodities, whose original value is comparatively low, than on higher class of articles, such as finished food products, clothing, high grade furniture, etc. It must be expected that the percentage of freight costs to the prices of these low grade commodities can not be as low as those for the higher valued articles, as these commodities of heavy tonnage, represent the greater factors in the earning capacity of our rail roads.

"Higher freight rates are not infrequently urged as an excuse for increases in prices without justification. While freight rates are often a considerable factor in the cost of distribution of low price heavy tonnage commodities, and may restrict the radius of distribution thereof, as a rule freight rates have not kept pace with increases in prices of such articles as dry goods, boots, shoes, and other highly fabricated articles usually purchased in less than carload quantities and do not restrict or diminish the movement of such commodities."

BEVERLY HILLS LOCAL LINE TO BE ABANDONED

Approval of the application of the Pacific Electric to abandon its Beverly Hills-Coldwater Canyon Line was announced by the State Railroad Commission on December 23. In its application to discontinue this service the Company showed that the traffic on the line had decreased approximately 100 per cent since 1917.

The decision of the Commission stated that "it is apparent that the patronage accorded this line has not been sufficient even to approximate the direct cost of operation." It was also shown in the application that to reconstruct the line, as is necessary at the present time, would involve a larger expense than the cost of the original installation.

The line to be abandoned is 1.2 miles in length.

Twice in a man's life he fails to understand women—before marriage and after.

"BUY A HOME BEFORE OIL STOCK," SAYS LUCKY CONDUCTOR

TO his desire to "save a little each month" may be attributed the fortune in an oil investment which recently came to C. B. Michener, Conductor on Pacific Electric local lines in Long Beach. Through his lucky investment, Mr. Michener will be the recipient of an income of approximately \$240 daily. Quite naturally, he resigned his position as Conductor a few days ago and will henceforth devote his time exclusively to collecting royalties and a field of endeavor which he has long desired to follow.

In discussing his good luck, Mr. Michener said he wished the fact emphasized that he did not take a gambler's chance, nor would he advise any one to do so. "I simply bought a lot," said Mr. Michener, "and did what I believe every married man should do—provide a home for his family. That I should locate on oil land was simply good fortune and was no part of my plans. To my friends who are besieging me to advise them regarding oil lands I am suggesting that the purchase of a home anywhere in Southern California should precede investments in oil stock or properties."

Mr. Michener bought a lot for \$700, 50 by 130 feet, in the Signal Hill oil district in March, 1920; he planned and built a temporary home on it.

Shortly after his investment Mr. Michener was offered \$25,000 for his property, which removed his objection to oil drilling in the district and convinced him that if the property was worth that to someone else it was of equal value to him. He retained his property and with five others in the immediate vicinity entered into a community lease agreement on a royalty basis with a drilling company and was rewarded with a 4500 barrel well of 28 degree gravity.

Mr. Michener has a wife and three children to share his good fortune.

AGENTS ELECT OFFICERS FOR YEAR 1923

At last meeting of the Pacific Electric Railway Agents' Association the annual election of officers took place. Mr. Thomas F. Mason was elected Chairman for the new year, Mr. H. C. Bedwell was made Vice-Chairman and the old stand-by, Mr. H. L. Legrand was continued in office as Secretary.

ELECTRICAL MEN'S BANQUET PROVES HAPPY EVENT

The second annual banquet of the Electrical Department was held Monday evening, December 18th, at Paulais', Los Angeles, with Mr. Anderson and a hundred and twenty of the department present. In addition, Messrs. Pontius, Karr, Annable, Bishop, Geibel, Grace and Vickrey honored the occasion as guests of the Department.

The affair was an unqualified success and unstinted praise is due the arrangement committee, consisting of T. H. Ewers, Chairman, who also acted in the difficult capacity of toastmaster, T. W. Kennedy, John W. May, E. S. Mills, and R. T. Schoenberg, also to Mr. Vickrey for providing the entertainment features for the evening.

The talks given by Mr. Pontius and Mr. Karr were received with extreme interest, which, together with the remarks of Messrs. Annable, Bishop, Geibel, Grace and Vickrey, left a fuller understanding and appreciation of the Company's problems.

The concluding and most eventful incident of the evening was arranged for by Mr. Bishop and participated in by all present, resulting in a very substantial amount being contributed to a Christmas cheer fund for Frank Richardson.

Frank Richardson, it will be remembered by the old timers of the Electrical Department, was injured while on duty as substation operator at Watts Substation, on the afternoon of June 3rd, 1915, and for months very little hope was held out for him. He was confined to the hospital for over a year and in spite of this condition, during the entire period, due to his wonderful spirit and optimism, reflected a cheerfulness among all of the patients of the hospital that is remembered to this day. And in spite of his tribulations and disablements, he has never yet lost hope. Frank Richardson is truly a man and worthy of our tribute.

Some Definitions

"Two or three always means at least three, or three and upward. "One or two" seldom if ever means one. "In a minute" means anywhere from five to fifty minutes. "That reminds me of a story" means, "Now you keep quiet while I tell my joke." "I hold no brief for" means: "I am now going to defend—" "While I do not wish to appear critical" means, "But I'm going to have my say out anyhow." "Of course it's no business of mine" means, "I am simply devoured with curiosity." "My conduct calls for no apology and needs no explanation" is the usual introduction for an apology or an explanation. "No one could possibly have mistaken my meaning" is what we say when some one has mistaken it.—The Independent (New York).

COMMERCIAL FOX FARM LOCATES AT MT. LOWE



The accompanying scenes were taken at the commercial fox farm now located at Mt. Lowe. The taking of these pictures was accomplished with difficulty, as the animals retain their wild instincts. The young lady is Miss Lillian McCune, a Mt. Lowe visitor from Los Angeles, who volunteered to hold a "silver back" pedigreed fox, which is valued at \$2,000. W. A. Hostetler, attendant in charge, is holding one of the seven pair of pedigreed animals being cared for at the farm.



WITH the establishment of a commercial fox farm at Mr. Lowe, Southern California has added another industry which promises to thrive and further advertise to the world the versatility of the commercial resources of this district. Located on a shaded mountain slope near Inspiration Point, Mr. Lowe, seven pair of high grade Alaskan strain foxes are now being cared for and observations made as to their physical welfare in this region. Upon the health of the animals, their growth and grade of fur after a few months in this section depends whether or not the industry will be extended in Southern California.

Chas. Schleicher, one of the pioneers of the fox farm industry in this country and owner of the Rest Island Farm at Lake City, Minnesota, where three thousand pair are kept for breeding, is the owner of the animals and farm at Mt. Lowe. In charge of this farm is Mr. W. A. Hostetler, a fox and fur farmer of sixteen years experience. Mr. Hostetler is responsible for the first farm coming to California, he having prevailed upon Mr. Schleicher to make a test in this district. "I am quite sure that the climatic conditions of Southern California mountain regions will produce a fur equal or superior to that of any other section of the United States," said Mr. Hostetler. "While cold weather aids in producing a high grade fur, at the same time intense summer heat is harmful and it is my belief that the mild summers of Southern California will more than counterbalance the absence of severe winter weather." While the farm has only been established two months, Mr.

Hostetler says that he is more than pleased with the health and progress of the animals to date and expects to see the industry become one of considerable importance to Southern California.

Industry Growing

Fox farming is an industry which is spreading throughout the United States with alarming rapidity, most of the farms to date being located in several of the middle western states. Contrary to the general belief, Mr. Hostetler says that commercializing the fox is an industry which does not require extensive scientific knowledge. The animal is naturally sturdy and thrives on simple foods, such as milk and bread, meat and table scraps. Mr. Hostetler pointed out that 97 per cent of all furs produced in the world are farm raised and that the highest qualities come from the farm fox. The largest market is London, more than 90 per cent of the furs produced in this country going abroad. American buyers are beginning to appreciate the value of America's farm raised fox. In the past, buyers of this country have gone to London and purchased furs at tremendous prices which were originally produced in this country. This practice is still indulged in to some extent, but each year, the high quality of the fox raised in America is becoming more generally appreciated.

The farm at Mr. Lowe consists of eight wire mesh breeding pens, each twenty-five feet long by ten feet wide stretching in orderly rows under the oaks. Each corral has a three-foot wire overhang at the top and the mesh wire is stretched over the ground to prevent escape of the foxy inhabi-

tants by burrowing. Each pen has a kennel made dry and warm, six inches above ground, which take the place of the natural dens for rearing the young.

Litters average from two to eight, the young being born in the spring and ready for market in six to eight months. Pelt prices range from \$200 to \$1,000, depending upon grade and condition of fur. Pedigreed breeding stock varies in value from \$1,200 to \$3,600 per pair.

A recent Department of Agriculture bulletin states that \$8,000,000 is invested in fox farms in the United States and the industry is extending each year.

SELF-SUSTAINING HIGHWAYS URGED BY NATL. GRANGE

The Highway Committee of the National Grange, at a recent meeting in Wichita, Kansas, reported to the Grange in part as follows:

"That more attention should be given to the 'farm to market' road,—the road leading from the farms to the railroad station, where ninety per cent of the products of the farms are delivered.

"Sufficient revenues must be derived from the users of the highways to pay all of the maintenance and reconstruction charges.

"That common carriers using the public highways for profit should be compelled to pay for their use in proportion to the business done, and be held responsible for all damages they may cause to the highways of the public."

When you walk or when you fliv,
Look both ways and try to live.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Construction of a new home in Torrance for D. U. Wheaton has been started.

Mr. Frank Miller, foreman of the Truck Shop, has had a very serious illness the past month, for a time being totally blind. Happily, this was temporary and Mr. Miller is rapidly recovering.

Mr. Geo. C. Raidt, of Mr. Halsey's office, Engineering Department, who for a time was inspector of new P. E. homes in Torrance, is the proud daddy of a 7½ lb. baby boy, Geo. C. Jr. Congratulations.

Steam locomotive No. 1041 has been leased from the Southern Pacific Co., to help the movement of freight at San Pedro.

Harry Kingsley of Macy House was painfully injured last month. While getting off a Stephenson Ave. car, he was struck by an auto. Mr. Kingsley is now back to work.

Ralph Mohr, also of the Macy Car House, has been laid up with an infected foot. Although this is very painful, Mr. Mohr has improvised a pair of crutches and gets to work regularly, being assigned duties which he can care for.

Who says romance is dead?
From the Comptometer Department

RAILROADS OF U. S. MOST EFFICIENT IN WORLD

The management of the principal railways of the United States today, by all the tests of administration, of load factors and of mechanical efficiency, is the most efficient transportation in the world in so far as it is not limited by causes beyond the managers' control, according to the annual report of the Secretary of Commerce for the fiscal year 1921-1922 which has just been made public. While the transportation facilities have seemingly lagged behind the necessities of the country, the demoralization of the war, strikes, lack of finances and other causes beyond the control of the executives have been largely responsible.

The report of the Secretary of Commerce, while discussing the railways, justifies the principle of the operation of utilities by private initiative under public regulation when it says:

"The situation has been contributed to by the war, but also fundamentally by the cumulation of experiments in public relations to the railways, both national and state. We have tried uncontrolled operation; we have tried negative regulation in the pre-

of the Auditor's office, we learn of an elopement. Not really an elopement for the bride's mother was wise to it all.

Mr. K. Schlaegel is the lucky fellow and Miss Opal Lackey the happy bride.

Mr. Jack Liston, General Foreman at Torrance, has been suffering from blood poisoning caused by a slight scratch on the hand. Mr. Liston brushed his dog from his knee. The dog playfully seized his hand and slightly cut the skin. Not enough to bleed, but infection set in and considerable suffering followed. Mr. Frank Mayfield of the Winding room also has had the same affliction.

Safety first fellows! A stitch in time saves nine. Don't ignore a small cut. Drop a little iodine into the wound and cover with adhesive. It may save a lot of pain and loss of time from work.

The sad news of the death of Mrs. E. E. Scott of Vista Highlands, cast some gloom over our Christmas spirit. Mr. Scott is employed in the Pipe and Wiring shop. Prospects for a happy Christmas and a prosperous year looked bright. The grim reaper, however, visited their home. Mr. Scott and five children, ranging from 10 years to 4 month survive.

The sincere sympathy of the entire P. E. family is expressed.

vention of discrimination; we have tried nationalization; we are now trying positive regulation. Nationalization would be a social and economic disaster; free operation would reconstruct the vicious practices of 30 years ago. Regulation in some form is necessary, but constructive development of this regulation—to preserve the initiative and responsibility of our private operation, and at the same time to secure public protection and assure adequate service, is absolutely vital and not necessarily incompatible."

ELECTRIC LIGHT FAILURE POSTPONES MEETINGS

WITH a good attendance present what promised to be interesting meetings of the Southern and Western Divisions were necessarily postponed due to the unfortunate failure of electric lights at the Club on the night of December 19th.

The next meetings of these divisions is scheduled for January 23rd and the regular routine of business will be resumed and discussed.

GEORGE PAGE

An Appreciation

By C. K. BOWEN

THE death of George W. Page, Timekeeper in the Engineering Department, which occurred on Saturday, December 9th at his home at No. 1515 West 22nd Place, removes still another of the faithful "old guard" of the Pacific Electric.

Mr. Page entered the service of the Los Angeles Railway Company in February, 1896, as General Timekeeper under the late Col. Geo. E. Pittsburly, coming over to the newly organized Pacific Electric Railway in January, 1902, when Col. Pillsbury was made its Chief Engineer. All during the busy construction years of the Company, when it was expending in excess of five hundred thousand dollars monthly, Mr. Page held the responsible position of Chief Timekeeper; as such he handled the time sheets of thousands of construction employes and was directly responsible for the proper disbursement of hundreds of thousands of dollars of the Company's funds.

That in all the years of his active stewardship there was never a question of the accuracy and honesty of his work is a matter of common knowledge among those of us who were his co-workers, and though constituting an achievement of which any one might well be proud, it was accepted by George Page as being all in the day's work, and he would be the last one on earth to admit his record was in any way out of the ordinary.

In his quiet efficient way he was an inspiration to all with whom he came in daily contact, though more often than not—because of this very unobtrusiveness—his influence was felt unconsciously. Such as he were needed in our organization and his presence will be sadly missed.

Funeral services were held Monday, December 11th, and the remains were cremated. Mr. Page is survived by his wife who has the heartfelt sympathy of all his fellow employes.

WORTH THE PRICE

Some statistician has estimated that it costs the American people \$8,000,000 a year to use the word "please" in telegrams. As the price of a telegram is determined by the number of words used, it is a common custom to cut the number of words to the limit.

Why does the sender of a telegram close his message with the words "please wire today" when he might as well eliminate the word please and cut down the cost of the message? No doubt he does it because he thinks it good business and if the estimate of the statistician is correct the American people are willing to pay a very large sum yearly to be courteous.



One Can't Quarrel

It takes two to make a quarrel. Therefore, if one declines to participate, there is no quarrel. It is a case of merely one person opening and closing his mouth quite rapidly.

When a quarrel between a passenger and a trainman occurs on a car, it is apparent that one or the other is carrying a chip on his shoulder. Perhaps it is both. If either one keeps cool and smiles, there is no quarrel and the other appears ridiculous in the eyes of the passengers.

If a passenger starts talking in a loud, unreasonable way, the trainman may do one of two things. He may keep cool and smile courteously and explain quietly, if any explanation is necessary, or he may jump into a hot-headed and foolish quarrel with the passenger.

If the trainman jumps into the argument, there is an exchange of words, then after a while the passenger leaves the car. The trainman probably will never see him again. The trainman cannot have gained anything. He has lost the respect which the majority of fair-minded people hold for one who serves the public. He has lost his own dignity. He has made an enemy for himself and the company. He has no chance to win anything. He loses two ways—for himself and for the company.

The man worth while is big enough to rise above such small tactics and keep his smile and his temper.

—Exchange.

Twelve Things to Remember

The Value of Time.
The Success of Perseverance.
The Pleasure of Working.
The Dignity of Simplicity.
The Worth of Character.
The Power of Kindness.
The Influence of Example.
The Obligation of Duty.
The Wisdom of Economy.
The Virtue of Patience.
The Joy of Originating.
The Profit of Experience.

—Exchange.

Fair Warning

Sign in small bakery in an Alabama town:

"Please do not handle the bread as it is not sanitary."

—Exchange.

The Question

Guide (on a London sightseeing bus)—"Ladies and gentlemen, we are now passin' one o' the oldest public-houses in the country."

"What for?" said a tipsy traveler.

—Exchange.

Flying Start

An old yokel saw a motor-car for the first time in his life. It came dashing up the main street, and disappeared in a cloud of dust. "Well," said the yokel, "the horses must ha' bin goin' a good speed when they got loose from that carriage."—Brisbane Mail.

An Irishman who was signing articles on board a ship began to write his name with his right hand, then, changing the pen to his left, finished it.

"So you can write with either hand, Pat?" asked the officer.

"Yis, sor," replied Pat. "When I was a boy me father (rist his soul!) always said to me, 'Pat, learn to cut yer finger nails wid your left hand, for some day ye might lose your right.'"—Harper's Magazine.

Silencer Needed

Some time ago I took an old colored man to the picture show for the first time. When he came out I said: "Well, uncle, did you enjoy the picture?"

"Oh, yes," he said; "the picture was all right, but the piano made so much noise I couldn't hear a word they said."—Charlotte Observer.

Ouch!

"I can't keep the visitors from coming up", said the office boy dejectedly to the editor. "When I say you're out they don't believe me. They say they must see you."

"Well," said the editor, "just tell them that's what they all say. I don't care if you sass them. I must have quietness."

That afternoon there called at the office a lady. She wanted to see the editor, and the boy assured her that it was impossible.

"But I must see him!" she protested. "I'm his wife."

"That's what they all say," replied the boy.—Exchange.

A grouch is a man who does not go where you tell him to until he dies.—Two Bells.

The Right Answer

A man who believed he knew all about parrots undertook to teach what he thought to be a young, mute bird to say "Hello!" in one lesson. Going up to the cage, he repeated that word in a clear voice for several minutes, the parrot paying not the slightest attention. At the final "Hello!" the bird opened one eye, gazed at the man, and snapt out, "Line's busy."—The Congregationalist.

Handicapped

A Brooklyn colored man was all beaten up and the judge advised him to keep out of bad company. "I kaint get enough money together to obscure a dee-voce."—New York Evening Mail. Mail.

You may be too cunning for one, but not for all.

Many would live by their wits, but break for want of stock.

Let thy discontents be thy secrets.

As we must account for every idle word, so must we for every idle silence.

He that can have patience can have what he will.

Great talkers, little doers.

A sleeping fox catches no poultry.

If you would have your business done, go; if not, send.

'Tis easier to suppress the first desire than to satisfy all that follow it.

—Maxims of Ben Franklin.

"Can you give me a definition of an orator?"

"Sure. He's a fellow that's always ready to lay down your life for his country."—Exchange.

Interested in the Result

The big car was speeding toward a railroad crossing when a fast moving freight train moved into sight. Immediately the two men in the front seat began an argument as to whether or not they could beat the train.

"Don't get excited!" cried the driver. "I tell you I can easily make it."

"And I tell you you can't" shouted the other man. "The train will beat us by minutes."

The driver kept increasing the speed of the car while the argument continued. Finally, the man in the rear seat, who, up to this time, had remained quiet, frantically clutching the sides of the car, could stand it no longer.

"Well," he shouted, "I don't give a damn who wins this race, but I hope it ain't no tie!"—Judge.

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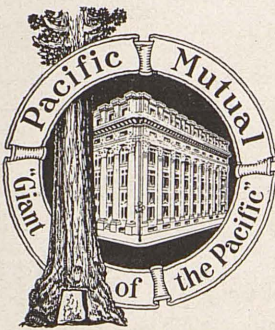
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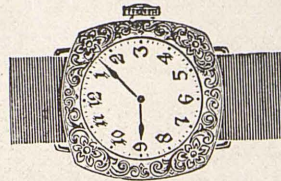
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business

SEPTEMBER 15th, 1922

A S S E T S

Loans and Discounts	\$27,226,690.34	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	2,434,723.31	
Other Bonds, Stocks and Securities	2,101,716.28	
Bank Premises and Real Estate	590,649.24	
Customers' Liability on Letters of Credit	277,401.63	
Customers' Liability on Account of Acceptances	42,415.50	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	96,352.39	
Cash on Hand	\$1,962,842.14	
Due from Federal Reserve Bank of S. F.	2,693,423.90	
Due from Banks	3,675,267.83	8,331,533.87
TOTAL		\$42,676,482.56

L I A B I L I T I E S

Capital Stock Paid in	\$1,500,000.00	
Surplus and Undivided profits	2,440,729.23	\$3,940,729.23
Reserved for Taxes	22,365.81	
Reserved for Interest	61,313.79	
Unearned Discount	57,209.92	
Securities Borrowed	1,150,000.00	
Letters of Credit	304,964.94	
Acceptances Based on Imports	42,415.50	
Nat'l Bank Notes Outstanding less amount on hand	1,500,000.00	
DEPOSITS	35,597,483.37	
TOTAL		\$42,676,482.56

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: H. M. Wheeler, L. S. Nordlinger, C. A. Ducommun

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OF LOS ANGELES
Corner of Fourth and Main Streets

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