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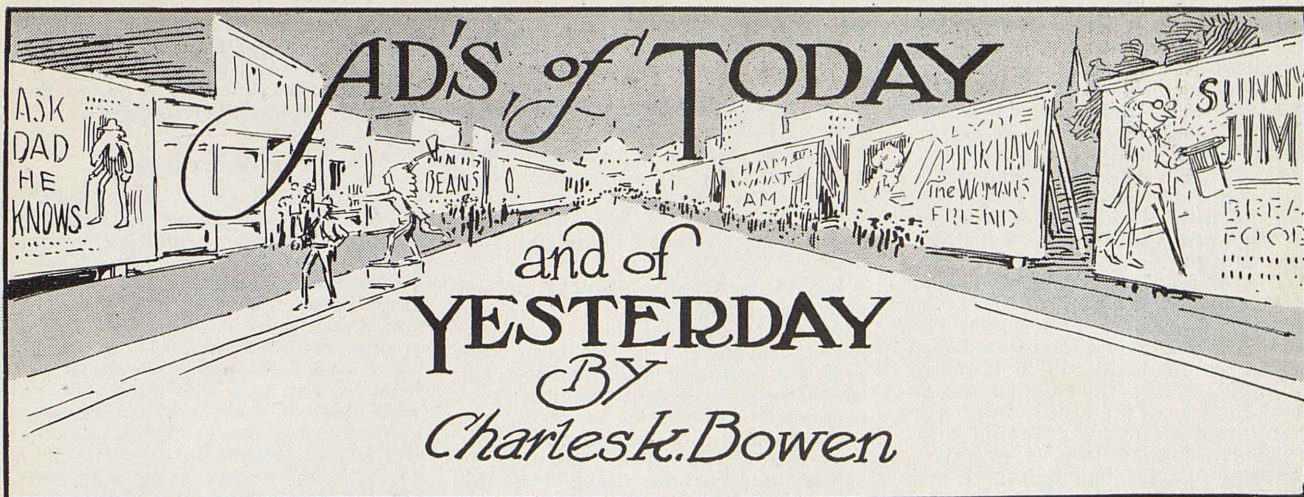


Springtime and Blossoms  
Along the Pacific Electric Railway  
Through the San Gabriel Valley

# S E R V I C E !

*The following, from the pen of Arthur W. Ingalls, is commended to the entire personnel of our Company as a maxim for constant guidance and remembrance:*

**S**ERVICE is something more than attention, something more than earnestness, something more than salesmanship. It is likewise much more than the sum total of the three. It is the thoughtful, kindly, human, and not a mere impulse to automatic action. It depends not alone on courtesy and consideration of individual requirements, but rather on a pleasant anticipation of personal wants and desires. It means far more than routine activity, it means feeling, sincerity, initiative — the giving of something which cannot be purchased. This, alone, is SERVICE.



MR. DOOLEY, in his inimitable way, once complained that when he sat down to read the advertisements in his favorite magazine, he was almost certain to find at least one third of the dam' thing given over to uninteresting lit'ry trash. Whereupon, his righteous indignation found expression in a hope that a statute might be enacted which would exclude all matter so obviously out of place in a modern magazine, and all innocent purchasers thereof be thus protected from a palpable imposition.

Perhaps such a law was actually passed. If it was it is not being strictly observed. All magazines of general circulation violate it more or less, tho certainly none to the extent which caused Mr. Dooley to grow profane. I feel reasonably safe in hazzarding the guess that the worst offender permits not to exceed one-fifth of his pages to be given over to pure (I make use of the adjective in an academic sense merely) literature. By far the greater number play safe and devote up to ninety per cent of their space to advertisements that lure.

The literary efforts are wholly incidental, one could almost say accidental, and thrown in as a sop to the pitiful—and happily diminishing—few old stick-in-the-muds who still prefer to read themselves to sleep over the pages of the "Centurian," rather than to spend a pleasant and profitable evening figuring how much dinero they could save by buying an Eight-in-a-row-Dozen-berry, price five thousand dollars f.o.b. factory, if they lived at the factory, instead of three thousand miles away.

Considered psychologically, I wonder if this, after all isn't the explanation which the illustrated ad has for the average person. He doesn't need the article advertised, wouldn't buy a locomotive if he lived in Schenectady

—or wherever it is they build locomotives—but always comes the thought of how much cheaper the article is somewhere else.

Its a sort of make-believe game, with oft times an element of wistfulness; like Meandering Mike who said to his brother knight-of-the-road: "If'n we only had some ham we'd have ham and eggs, if'n we only had some eggs"

Some of us, built of sterner stuff, hold out longer than our frailer brothers—not to mention our still frailer sisters—but sooner or later we all fall for it and become hopeless ad. addicts. In the language of the ad. of the flour that made Minneapolis famous, "Eventually, Why not now?"

Take beans, for instance. Of course we all take beans, sooner or later; take 'em as a matter of fact, same as we take bread and butter or mashed

potatoes—without enthusiasm. That is to say, we did take them thus 'way back yonder when Heinz had only one pickle. And then one day that vinegary genius decided his artistic nature, and the stomachs of the great American people, would never be wholly satisfied unless he added fifty-six other articles of canned and bottled delicacies to the expanding products of the House of Heinz, and among them he included baked beans—"Really baked in an oven, like your grandmother baked them—not merely steam-cooked" said the advertisement. And it went on to further describe this most delectable product of the Heinz kitchens. Or perhaps it was Schneiders, or the one who make all those different kinds of soup—the kinds that look so different on the outside of the can, and taste so much alike on the inside. It doesn't make

any difference who printed the first ad., the point is that people who had formerly looked upon the eating of beans as a mild form of insanity inherent in the Bostonese, or as a necessary hardship that went with life in Arizona—same as rattlesnakes and Gila monsters—I say these holier-than-Thou people rushed out and bought beans by the single can, by the dozen cans and by the gross; not only bought them but ate them, and I was—and am—one of them.

And, understand me, I really like beans—"Baked beans—not merely steam cooked"—but now I am alluding to the home-made, or at least, home-baked article; the sort known as "Navy" beans, plump, white ones, first hand picked, so as to get rid of the little pebbles that the grocer esteems so highly because of their greater specific gravity, but which finds no favor in the eyes of the thrifty housewife because of the resulting dental bills. After that, they



were soaked for a season in cold water, then they were reverently placed in a corpulent little brown stone crock, first a layer of the beans then a layer of salt pork, and so on until the pot was filled, then some of that sticky black molasses, which down South is known universally as Louisiana Nigger-heel, was poured over the whole to add color and bouquet. Next they were placed in the oven and baked over a slow fire for a day or two, or maybe it was a week or two; any way, the time was just what was necessary to bring out all that was good and noble in a bean's nature. And lastly they appeared on the table still in the original package, and when the lid was removed, such a fragrance came from that sacred receptacle as would entice a debutante away from a rose jar—not only would, but did, and their flavor fulfilled the promise of their aroma.

Compared to the above, the baked bean of commerce—he that comes in a can—is a poor, weak, anemic thing with every appearance of first having been slowly stewed to death over a dispirited fire, and then embalmed in a pale pink apology for tomato sauce. And as for his ailing companion in misery—I allude to the lonely piece of bleached out blubber that masquerades as pork—the less said of him the better.

And still my wife, among thousands of other picture-misled housewives, buys these bogus baked beans week in and week out, and I and other thousands of male bipeds like me, with weak brains and strong stomachs, eat them.

#### Cause It Floats

Then there's the soap that floats. Why, in heaven's name, I don't know. Is it any better because it does float? The answer is the same. I only know it floats, and that we buy it because it floats, and because full page ads. in all our favorite magazines tell us it floats.

And the "Ham what am." Am what? Darned if I know, but we're supposed to buy it, and to forsake all other brands for it, till death us do part, because it *am*; and we do it, sure, we do it.

And the varnish that improves—yes sir, actually improves, with an application of boiling water. In fact, we're led to feel that unless floors, tables, pianos and what not, coated with this particular varnish, receive their periodic baths of scalding water they will pine away and lose their lustre. Of course you believe it? Neither do I, but when I need varnish that is the one I buy.

And if you are a smoker. "You're entitled to know the truth," as one cigarette maker naively states the case. One advises you to "Ask Dad. He knows," while still another insists that you, yourself are the better judge since "Your nose knows." He might have added with even greater truth, that so, likewise, does everybody else's, or every body's else (depending upon whether you're a language purist or just a common guy) nose within a hundred yards of the smoker.

Oh yes, let's not forget Mr. Fuller

who first created a different brush for every need and then created a lot of new needs for still more brushes. He's the worst of the bunch. Not content with painting vivid word pictures in enticingly illustrated full page ads. he uses a particularly pernicious follow-up system, the basis of which is a sleek young Valentino who comes round and calls on your wife when you are not present to defend your fireside.

He catches your sparring partner with her guard down, so to speak, which is to say, her bungalow apron shows evidences of having been fresh yesterday morning, her budwooper cap is slightly wilted, and there's a smudge on her cheek.

#### Enters The Villain

Now observe the technic of this cold blooded shark as he proceeds to hypnotize this shrinking little flower of yours and bring her fluttering from her perch like a crock of milk off the top shelf. "Poddon me" he says, "But could I speak with your mother?" Get the idea, don't you? Right over the plate, and not a chance on earth for the poor girl to dodge. Of course she excuses him for his very natural mistake and her downfall is complete when he presents her, free, mind you, Oh yes, absolutely free, with a lovely little circular brush to keep her lily hands out of the dish water. Why pursue the painful subject further? You know the answer already. My house is Fuller brushes and so's yours.

This naturally calls to mind the "Who-for" suction cleaner—"Itbeats-asitsweepsasitcleans." Once you let the missus cart you off to a demonstration and you might as well sign on the dotted line. The modest young Demosthenes in charge will show you how it not only gets all the dirt out of your carpet, but the lose dirt *under* it as well, and any other small articles, not fastened down, within three feet

of its hungry mouth goes whizzing into the bulging dust bag.

What becomes of all the *wind* that goes into that same bag is one of life's little mysteries. Certainly none of it comes out.

#### Even in California

And the Sunkist ad! I've read one of 'em, and experienced a longing for the luscious fruit pictured therein out of all proportion to the natural liking I have for an orange. Same way with other eatables so portrayed. For example, can you picture a well dressed young man, presumably of gentle birth and breeding, suddenly arising from his seat in a well filled cafe, and with outstretched arms passionately imploring a waiter to "bring back that Del Monte catchup?" Yet it is being so pictured in our leading magazines, and far from exciting our skeptical derision the sole effect is to cause us to rush madly forth and purchase a bottle of this same catchup so that we, too, may test its superlative qualities.

The ads. of yesterday may have lacked the beauty of illustration that characterize those of today, but they were more simple, more direct. One could almost say they were oft-times brutally frank.

Take the one of the soap that was declared to be supreme in the woolen laundry field. Remember it, don't you? Picture of a sunny little cherub clad in a single garment that reached to a point half way between his knees and—well, half way to his knee, is what I mean. Facing him was another urchin of similar size and age, which about ends the similarity. This last youngster was clad in a shirt also, but one that had shrunk to the point where it was at least four sizes too small for him. Not to draw too fine a point, it began just south of his little chin and ended about six inches shy of reaching his equatorial line. To one of modest nature—and, to judge from his subsequent remarks, he was a child of that sort, it was a garment that left much to be desired in the way of adequate covering. The situation was not at all improved by the full-shirted one saying to his less fortunate companion gloatingly "My mamma used wool-soap," to which he of the abbreviated yoke responded, sadly, "I wish mine had."

Simple—but I'll bet old man Wool, or whatever his name was, made a fortune out of that ad.

#### Remember "Sunny Jim?"

And who of those who could read at that time but remembers when "Sunny-Jim" first blossomed forth on printed page and glaring bill-board back in the late nineties? Funny little creature with a little pig-tail and long nose. First off, it seemed that "Jim-Dumps was a most unfriendly man, who lived his life on the hermit plan." But one day some well meaning moron called his attention to "Pep," and we were told that "Vigor, vim, perfect trim 'Pep' made him, Sunny Jim."

Then what happened? Why five million wives, with grouchy old Jim Dump husbands, sneaked out and



(Continued on page 14)

# Big Outlay for Better Service

## 1350 Freight Cars and Big Classification Yards Approved by Management

**T**HAT our Company is fully aware of and determined to keep pace with the continued industrial expansion of Southern California is evident from the announcement last month of purchase of \$3,000,000 worth of freight equipment and the acquisition of a 50-acre site near Watson on the San Pedro line on which is to be built a joint Southern Pacific-Pacific Electric classification yard.

While no detailed plans for the latter improvement in our facilities are yet completed, the ultimate expenditure will involve a probable outlay of \$2,000,000 and will give to freight shippers in this district a highly improved service through the elimination of congestion and delays incident to classifying freight cargoes at the waterfront where such work is extremely difficult. Also, the greater facility with which freight movements will be handled upon the completion of our new classification yards will react to the decided improvement in passenger service.

The new 50-acre tract just acquired lies immediately adjacent our main line San Pedro trackage on a site located  $2\frac{3}{4}$  miles north of San Pedro. Twenty acres more, previously available, will be used in connection with the project, making the total area of the classification yards 70-acres.

The freight equipment order involves the largest volume of rolling equipment ever purchased at one time in the history of the Pacific Electric Railway and the large outlay incident to the purchase reflects the faith the Company has in the continued growth and prosperity of this district.

The order placed covers the purchase of 1350 additional freight cars and involves an expenditure of approximately \$3,000,000. The cars are divided into three classes most needed to meet present and future industrial requirements, 600 being fifty ton drop bottom gondolas for handling rock and gravel; 600 fifty ton box cars and 150 flats for handling general merchandise. Unusually favorable delivery dates were arranged for this equipment, the order specifying delivery at the rate of 150 cars average per week and the first shipment will be received early the coming month.

Last year the Company contracted for a total of 650 assorted freight cars, the final delivery on this equipment having just about been completed. To further augment our continually growing freight business the shops at Torrance have completed the eight 820-horsepower, 62-ton freight locomotives, the cost of which aggregated \$360,000. When complete delivery of present equipment order is made we will have a total of more than 3200 freight cars and 53 electric locomotives engaged in freight service.

"During the past year the industrial

### Freight Car Purchase Brings Praise From Editorial Pen

**M**OST folk consider the Pacific Electric Railway as a passenger proposition for our pet commuters, but the corporation has just placed an order for 1350 freight cars to be added to its present equipment. They will cost some \$3,000,000 and are an addition to the 650 cars built last year for the system.

When all contracts are complete the road will have some 3200 freight cars and fifty-three electric locomotives, in addition to its splendid passenger equipment.

Unmistakably the Pacific Electric is one of the big transportation systems of the country and its electric mileage is unsurpassed.—Los Angeles Times.

growth and demand for freight transportation facilities in Southern California has been phenomenal," said Mr. Pontius, "and the large order for freight equipment now placed is in substance an expression of the management's belief and faith in the continued industrial expansion of this district. The combined expenditure for freight equipment alone during the past year by the Pacific Electric aggregates approximately \$4,950,000. When delivery is completed on this equipment we will be in an excellent condition to meet both the present and growing needs of local industries."

Mr. Pontius stated that word is expected daily to the effect that delivery has been started on fifty local and fifty all-steel interurban cars, order for which was placed last year. The local cars are scheduled for service on the Hollywood lines and the interurbans to augment equipment requirements on several of the company's interurban service lines.

### NEW MT. LOWE HIKING TRAIL COMPLETION ANNOUNCED

Lovers of mountain hiking will greet with keen pleasure news of the completion of a new trail between Alpine Tavern and Switzer's Camp in the Sierra Madre Mountains, announcement of which was made on Mar. 25th by T. W. Sloan, deputy supervisor of the Angeles Forest Reserve.

The new trail, which goes by way of Bear Canyon, opens to the hiker the heretofore unavailable beauties of

### BANQUET GIVEN WINNERS OF AGENTS MEETING CONTEST

Annually for a number of years the Agents' Association of our company have held a banquet to commemorate the close of another year of service, or because of a particular feature of their work. The last event of the kind was held on March 8th last at the Los Angeles City Club, the occasion to commemorate the close of an attendance contest during the past year, the rivalry being between the three divisions of the road (Northern, Southern and Western), the honor being won by the Agents located on the Western Division.

The banquet just passed was by far the finest ever held by the Agents, both in point of menu and entertainment, the arrangements for which were made by H. O. Marler, Assistant Passenger Traffic Manager, and his staff, and included also the production of an illuminated menu for the evening in which was depicted the familiar faces of the winning agents superimposed upon cartoon humorous bodies and to the menu was attached a small noise making favor which was utilized throughout the evening by the Agents in noisily acclaiming the speakers and artists who entertained them.

The principal speaker of the evening was Judge Rex B. Goodcell, Collector of Internal Revenue of this Federal District and felicitous and complimentary remarks were also tendered by Vice President and General Manager D. W. Pontius, General Superintendent F. L. Annable, and H. C. Bedwell, President of the Agents' Association. E. C. Thomas, General Agent, Executive Department acted as Toastmaster.

The instrumental music was furnished throughout the evening by the Pacific Electric Orchestra, who entertained all with many jazzy strains. Miss Irene McKinney, and Messrs. Billhardt and Birmingham responded with numerous encores to their pleasing and popular vocal selections. The accompanists were Mrs. Fred L. Frazier and Jack Daugherty.

The Magazine is not advised as to just what the contest will be between the Agents during the coming year, but we know that when the subject is announced, the rivalry will be as keen in 1924 as in 1923 and that the culminating banquet to be given will no doubt rival the one that has just occurred.

Our congratulations are extended to the Agents of the Western Division on their triumph.

the Upper Arroyo section, traverses a route easily ascended and the hard, arduous journey heretofore necessary between these two points is eliminated. Another advantage is the direct route traversed, the new trail reducing the journey to six miles, as against eleven miles between the two points via the old trail.

The building of this trail was effected largely through the efforts of Lloyd Austin of Switzer's Camp, who for several years has been active creating interest and raising funds necessary to complete the project.

# Transmission of High Voltage Energy

Many Years of Technical Investigation Brought to Successful Conclusion During Past Year by Western Ingenuity

By L. H. APPEL,  
Asst. Superintendent of Power

**T**HANKS to the radio, the comparatively recent scientific development, our present and rising generations are becoming constantly better informed on electrical matters, and the terms of voltage, inductance, kilowatts, and in fact, the whole electrical nomenclature, is becoming an important part of our regular vocabulary. In effect, radio has popularized the subject of electricity to a degree probably never before experienced by any other science and the better general understanding should re-act in a large measure to the benefit of the entire electrical industry.

Naturally though, under ordinary circumstances, the other branches of the industry not presenting the popular fascination that radio appears to have, one is apt to overlook the fact in this electrical age that all branches of the electrical industry are making epochal progress and especially that branch concerned with the transmission of electrical energy.

## California Leads World

We are all more or less familiar with the story of the important part that Southern California has played in the early development of high voltage transmission of electrical energy, and since September, 1893 when the first three-phase transmission line in the world was put into operation near Redlands with an operating voltage of 2500, Southern California has continued to lead the world until the line transmission voltage has now reached nearly 100 times the original; to be exact 220,000 volts.

If we are of an inquiring nature, the reason not being apparent, we would probably ponder a moment at this point and then inquire as to the reason for the constantly increasing transmission voltage for commercial power lines.

Direct current can not be transmitted economically for any considerable distance due to the excessive line losses, so that alternating current is used entirely in the long distance transmission of electrical energy. Even though the lines of the Pacific Electric are operated with direct current at 600 volts, excepting the San Bernardino line, which is operated at 1200 volts D.C., all of the electrical energy is re-

ceived originally at the various substations in the form of 15,000 volt, 50 cycle alternating current, and then converted by means of motor generators and synchronous converters to direct current. That direct current transmission has a limited range will be observed from the comparatively large number and close spacing of the substations required to furnish the direct current for the operation of our equipment.

The necessity of high voltage transmission is peculiar to the whole Pacific Coast, and California in particular, on account of the sources of water power being located in the mountains hundreds of miles inland, whereas the centers of population and market for the power are near the coast.

Owing to the rapid growth of the whole of Southern California, it has been necessary for the power utilities to provide for the present requirements and in addition anticipate the future load demand, all involving a tremendous investment and its numerous economic and engineering problems, but none more important than that of the transmission of the electrical energy.

Years ago western engineers had proceeded to take advantage of the economics obtainable by utilizing high voltage and as new transmission lines were constructed from time to time, the operating voltages were increased until the world's breaking record of 150,000 volts was reached about ten years ago by the Pacific Light and Power Company, subsequently merg-

necessarily they must be kept as economically low as possible, and this economic balance is approximately reached when the value of the electrical energy dissipated in line losses is equivalent to the interest on the investment in the transmission line facilities. Therefore, it is essential to keep the investment in transmission lines to the lowest possible level.

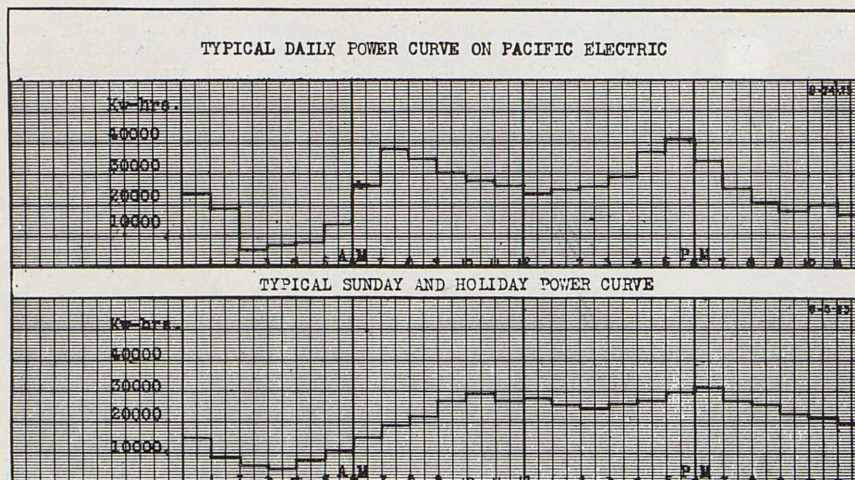
The kilowatt, the unit of power, is essentially the product of amperes and voltage and thus it follows that the power delivered to a transmission line can either be at high current and low voltage, or high voltage and low current. As line losses are a function of the current or amperes, the greater the current value the greater the losses; it is therefore evident that the employment of as high voltage as practicable is desirable in order to reduce line losses and consequently the size of the transmission conductor.

## High Transmission Advantage

Further, in the case where a transmission line is already in operation, it is possible to increase the capacity of the line and at the same time maintain the same percentage of loss by increasing the transmission voltage. For example, if the transmission voltage was increased from 110,000 volts to 220,000 volts, the capacity of the line would be increased four-fold without increasing the percentage of loss.

This in effect was the solution of the Southern California Edison Company's problem to provide additional transmission facilities to take care of the capacity provided by their huge

power development. It was found necessary to provide transmission facilities for the additional production either by constructing a duplicate set of 150,000 volt transmission lines, or by reconstructing their present lines for operation at 220,000 volts. After a comparison of the cost of two plans it was found that the lines could be reconstructed for 220,000 volt operation at approximately \$7,000,000, it is stated, less than the cost of a duplicate set of 150,000 volt lines. After several years of research work and experimenting, the difficulties were overcome and the world's highest operating voltage transmission lines were placed in operation during the early part of 1923.



ed with the Southern California Edison Company. Above that point there were further insulation and engineering problems to be solved before proceeding with higher operating voltages.

Transmission line losses are unavoidable under any conditions, but

It may be asked why not increase the voltage further and obtain further economies. There are many problems to be met and as the voltage is increased the problems of insulation become extremely serious, but they will be solved as have all similar difficulties heretofore, and when it is found necessary to step the voltage higher we may be sure that the electrical engineer will be on the job to do it.

#### CO-OPERATION WILL REDUCE LARGE ACCIDENT TOTAL

STATISTICS are at hand, based on comparisons of previous years, which indicate that the number of industrial casualties for 1924 will reach a total of approximately 2,450,000 according to Geo. H. Grace, Chief Efficiency Bureau. Of this number 21,232 will result in death, 1728 in permanent total disability, 105,629 in permanent partial disability, and 2,321,471 in temporary disability.

Based on the foregoing, the working days lost will total 227,169,970, equivalent to a wage loss, at \$4.50 per day, of \$1,022,264,866.00.

These figures are hard to comprehend. The lost days, reduced to years, amount to over 622,000 years. The financial loss alone is equivalent to over \$4000.00 for each family in the United States; and who may place a price on physical suffering or years of misery resulting through an accident?

Every community in Southern California, if statistics hold true during 1924, may be expected to contribute its quota of sacrifices to industry.

Civilization, in the making, has drastically prohibited human sacrifices, even when attempted under the rites of religion; and no race today may openly defy the universal law respecting the sanctity of human life.

Notwithstanding, year after year, the industrial juggernaut demands its toll, and that same Civilization that says "thou shalt not" in the one case scarcely frowns when industry claims its victim in the other.

Most accidents are preventable and avoidable. Legislation has been active in safe-guarding the employee against the indifference of the employer, but no determined attempt has been made to restrain the employee and his fellow worker from violations of safety first rules and regulations that are mandatory in their strict observance by the employer. Until such time, then, as laws shall have been enacted to control the careless employee, employer and employee in co-operation, must meet the issue.

The Pacific Electric has its rules and regulations which in themselves, if strictly observed, will almost, if not entirely, eliminate accidents to its employees. Its three division safety committees and its Central Safety Committee function actively and comprehensively toward elimination of hazards and unsafe practices.

This year, from January 1st to March 15th, personal injuries sustained by our employees total 64, ranging from minor injuries to fatali-

## President Coolidge States His Views Of the Mellon Tax Measure

*In a recent address President Coolidge, in endorsing the tax measure proposed by Secretary Mellon, brought out some fundamental facts so clearly and obviously correct that reproduction is well worthwhile. In part the President said:*

"I AGREE perfectly with those who wish to relieve the small taxpayer by getting the largest possible contribution from the people with large incomes. But if the rates on large incomes are so high that they disappear, the small taxpayer will be left to bear the entire burden. If, on the other hand, the rates are placed where they will produce the most revenue from large incomes, then the small taxpayer will be relieved. The experience of the treasury department and the opinion of the best experts place the rate which will collect most from the people of great wealth, thus giving the largest relief to people of moderate wealth, at not over 25 per cent.

"A very important social and economic question is also involved in high rates. That is the result taxation has upon national development. Our progress in that direction depends upon two factors—personal ability and surplus income. An expanding prosperity requires that the largest possible amount of surplus income should be invested in productive enterprise under the direction of the best personal ability. This will not be done if the rewards of such action are very largely taken away by taxation.

#### How That Levy Works Out

"If we had a tax whereby on the first working day the government took 5 per cent of your wages, on the second day 10 per cent, on the third day 20 per cent, on the fourth day 30 per cent, on the fifth day 50 per cent, and the sixth day 60 per cent, how many of you would continue to work on the last two days of the week? It is the same with capital.

"Surplus income will go into tax exempt securities. It will refuse to take the risk incidental to embarking in business. This will raise the rate which established business will have to pay for new capital, and result in a marked increase in the cost of living. If new capital will not flow into competing enterprise the present concerns tend toward monopoly, increasing again the prices which the people must pay.

#### An Example of the Burden

"The high prices paid and low prices received on the farm are directly due to our unsound method of taxation. I shall illustrate by a simple example: A farmer ships a steer to Chicago. His tax, the tax on the railroad transporting the animal, and of the yards where the animal is sold, go into the price of the animal to the packer. The packer's tax goes into the price of the hide to the New England shoe manufacturers. The manufacturer's tax goes into the price of the wholesaler, and the wholesalers' tax goes into the price to the retailer, who in turn adds his tax in his price to his purchaser.

"So it may be said that if the farmer ultimately wears the shoes he pays everybody's taxes from the farm to his feet. It is for this reason that high taxes mean a high price level, and a high price level in its turn means difficulty in meeting world competition. Most of all, the farmer suffers from the effect of this high price level. In what he buys he meets domestic costs of high taxes and the high price level. In what he sells he meets world competition with a low price level."

ty. This is a large increase and warrants immediate attention on the part of all employees that greater care may be exercised in the performance of duties so that these casualties may be reduced to the minimum.

All concerned should begin at once to preach and practice safety first. Foremen and others in charge of men should use every effort to prevent careless and unsafe practices which may result in an accident.

Hazardous conditions should be corrected at once, if possible, or promptly reported so that necessary remedial action may be taken.

Let us have whole hearted co-operation in this matter of accident prevention which is of great interest to each employee and to the Company.

#### DISCONTINUE RAIL SERVICE TO LAUREL CANYON

On March 10 service of Laurel Canyon line was discontinued on order of the Railroad Commission of the State of California. The Los Angeles Motor Bus Co. now operates through buses from Laurel Canyon through to the down town district on frequent headway and makes transfers to both Pacific Electric and Los Angeles Railway cars so that the street car service is no longer necessary to serve this section.

Teacher—"Johnny, give me a sentence using the word 'diadem'."

Johnny—"People who drink moonshine diadem sight quicker than those who don't."

# A San Gabriel Valley Gem, That's Covina

Near the 'Mother' Mountains Covina Nestles in a Valley of Contentment 'Where Every Prospect Pleases'

By G. F. RHINEHART,  
Vice-President, Covina Chamber of Commerce

**C**OVINA has never spent much time looking at herself in the glass. She has never kidded herself into the belief that she was strikingly handsome. She has never grown grandiloquent in describing her many superior attributes. As a result she is utterly unspoiled and unsophisticated.

Handicapped throughout her whole life's history by a location between two great boulevards, she has seen her sisters wooed and won by the infatuated tourist without jealousy. She has bided her time. The Valley Boulevard to the south and the Foothill Boulevard to the north have carried tow endless streams of travel with Covina lost in an orange grove between.

This situation is soon to end. A great boulevard is in contemplation to relieve the Valley and the Foothill Boulevards of their congestion and this new boulevard will pass on direct line from Los Angeles through El Monte, Baldwin Park, Covina and all towns east. A north and south line has already been built, or is now in process of building, through the San Jose Hills connecting with the San Diego highway, which in a few short years will be extended to Palmdale to connect with the San Francisco highway, thus shortening the distance nearly one hundred miles between these two points. When these lines of highway are complete Covina will be a center, the crossing of the arteries through which will pour the life-stream of automobile commerce. Isolation will no longer be a complaint.

## Thank You!

Especially fortunate is Covina in having the Pacific Electric with its unexcelled service of about thirty trains each way every day. It is possible for the commuter to live in Covina and enjoy all the delights of the country town and yet transact business in Los Angeles, making the trip quicker than many of the suburbs of Los Angeles are reached by the local street car system. In the near future the Los Angeles business center will be not more than 30 minutes from Covina and more will the advantages of Covina as a place of residence appeal to those who are weary of the noise and con-

fusion, the high rents, the traffic congestion, the high cost of living a city life.

Covina enjoys the unique distinction of being the only all-American city in Southern California. There is not a foreigner of any kind in the corporation limits. There are no Mexicans, no Negroes,—100 per cent white and 100 per cent American. This certainly ought to have an appeal. The desirability of having a home in a town of this character is so apparent as to offer no argument.

Covina, like all other California cities, has beautiful school buildings. That may be said of all. Covina also has splendid schools, better than most,

of orange blossoms, the town is a beauty spot which occasions favorable comment when first seen, an impression that grows on one as the town becomes better known. The country surrounding is divided into small orange and walnut groves which gives a population closely knit in interest and financially prosperous and contented. The men are united in the Covina Men's Club for civic betterment, with nearly three hundred members, while the interest of the other sex is conserved by the Monday Afternoon Club with about four hundred members, a remarkable aggregation devoted to the beauty and culture that makes modern civilization superior and promising.

All of the societies to be found in any town are represented, the Rotary and Lion's clubs giving pep and progress the right of way, while a Chamber of Commerce, devoted to the best community uplift functions all the time with an open office and a Secretary devoted to the public service.

Eleven citrus packing houses prepare and ship the golden fruit which gives California her prestige, while the California Solar Vitalizer, a newly discovered process for preserving orange juice and other by-products, promises to deliver, any where in the world, the fresh and pure juice of the orange or the lemon ready to sweeten to the taste of the thirsty victim of summer heat who is denied the pleasure of such a beverage in its native habitat.

## "Home Sweet Home"

Covina has no gold mines, no oil stocks, no get-rich-quick propositions to offer the home-seeker or the investor. She makes no pretense to adornments she does not possess. She claims, without fear of consequence, that she has a welcome and a place for all who come seeking a home, with all the comforts and conveniences that go with it, in a land of oranges and flowers, where every outlook adds to the pleasures of life, with an all-American population to share without the problems that arise in our complex civilization and which make for human uplift and civic betterment.

Property values have never been in

## Where Children's Smiles and Sunkist Fruits are Grown

**A**MONG the numerous thriving communities served by the Pacific Electric in Southern California, Covina stands out very prominently and our Company feels a pardonable pride and partnership in the development and progress made. As in many other cities throughout the Southland, transportation has here also played an important role in the strides of advancement. Located on our main line to San Bernardino, Covina is today served by fifty-nine trains daily, which fact cannot fail to prove an everlasting impetus to its further development.

Covina may well be called the "Home of the Sunkist," for it is here that the standard varieties of oranges have been grown with remarkable and unvarying success. Navels and valencias, the two favorite varieties, are grown in about equal quantities, thus keeping the packing houses and the community's greatest source of revenue active throughout the year.

The Masonic Home for Children is another of Covina's claim to distinction. Facing big blue mountains with the San Gabriel Valley in its wake, fifty-five acres of California's finest are devoted to citrus groves, fruit orchards and general farming, providing a liberal and practical education for unfortunate youths deprived of parental guidance. The care given and surroundings under which these children are reared is recognized as one of the finest accomplishments ever undertaken by a fraternal organization.

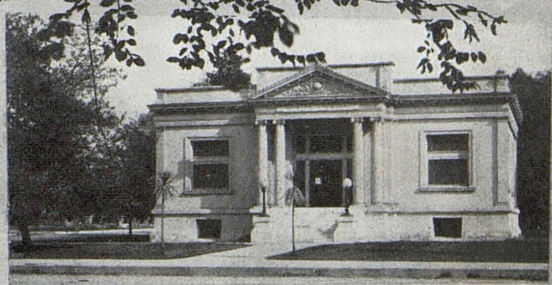
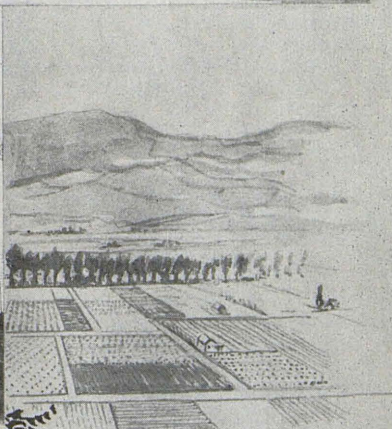
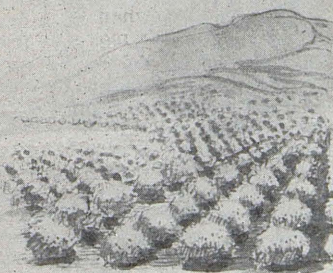
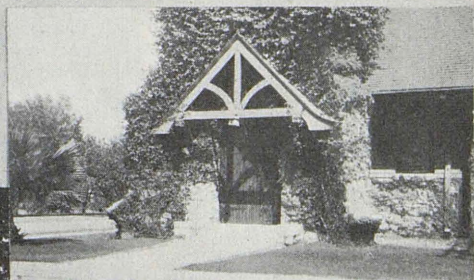
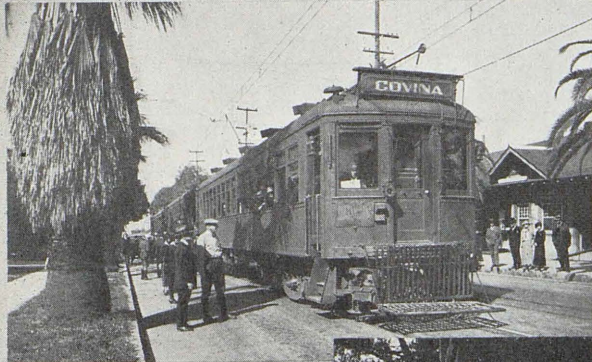
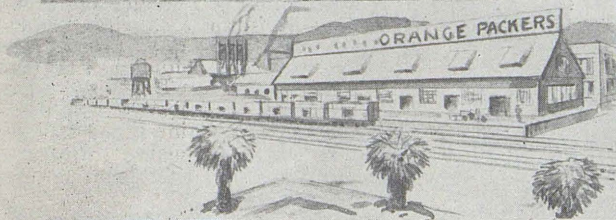
We endorse the many true and good things said of Covina in the accompanying article by Mr. Rhinehart.

exceeded by none. She has ten churches,—too many, but each is a moral certificate. The town is clean, cultured and intellectual. It has many examples of outstanding talent and can hold its own with any city of any size any where in literary, forensic or musical lines.

Built in an orange grove, redolent



# COVINA, A SYNONYM FOR CONTENTMENT



flated in Covina. That is the exception among Southern California cities, not the rule. There has been no disposition to add fictitious prices to real estate nor rental property. The town has never been able to build all the houses it needed. It is several years in arrear on its building programme. There is a great opportunity for enterprising men to construct bungalow courts. The man who wants a home can find no better place. "Old Baldy" looks down on a rare valley. The San Gabriel river courses its way through a terrain rich in the elements of fecundity. Agriculturally and horticulturally the San Gabriel Valley is one of the richest in the world. Covina is enjoying a strategic location, the center of a splendid empire, the cynosure of all admiring eyes. Those who see the perspective in time will profit. He who hesitates is lost.

### SELECTION OF TRAINMEN FOR SAFETY WORK ANNOUNCED

Bulletins notifying Trainmen of their appointment on the Division Safety Committee for the months of April, May and June were issued on March 25th by the Superintendents of the three respective divisions. The selections made for each division are as follows:

Southern Division: F. J. Oriva, Conductor, L. A. St. Yard; R. E. Thompson, Motorman, Long Beach; C. G. Gailband, Conductor, L. A. St. Yard; H. J. Grier, Motorman, L. A. St. Yard; E. H. Santee, Frt. Condr., 8th & Hemlock; H. S. Land, Frt. Motorman, 8th & Hemlock.

Northern Division: C. T. Nolan, Conductor; Macy Street; E. O. Holliday, Motorman, Pasadena; K. Reddock, Conductor, Macy Street; H. R. Hawley, Motorman, Macy Street; A. E. Kemp, Conductor, Riverside; F. O. Evans, Motorman, Pomona.

Western Division: A. E. Stowe, Conductor, Hill St. Sta.; W. McAllister, Motorman, Sherman; B. C. Chase, Conductor, L. A. St. Yard; T. J. Caldwell, Motorman, Ocean Park; W. C. Wetley, Frt. Condr, Sherman; J. D. Keeney, Frt. Motorman, Sherman.

The duty of these committeemen is to watch closely and bring up for discussion "such operating practices as may be deemed unsafe and such conditions as may be shown to be hazardous." Trainmen throughout the system are urged to report to the Trainmen noted above any condition coming to their attention which in their judgment needs correction to continue the good work done by this committee in the past the assistance and co-operation of all Trainmen is needed.

#### Strictly Speaking

"I am sorry to tell you," said the doctor, "that there is no doubt you are suffering from smallpox."

The patient looked up at his wife. "Julia, if any of my creditors call, tell them at last I am in a position to give them something."

## Having Sown His Mental Wild Oats, Reformer Counsels Wisely

*In the following frank confession of an "Ex-Reformer," reprinted from a letter addressed to the Editor of Collier's Magazine, the writer, a man of obvious intelligence and experience, tells why radical organizations can never hope to effect a cure for the world's shortcomings. Individual initiative must be encouraged and rewarded, he concludes. His full statement follows:*

"ONCE upon a time in my youth I followed after about every cure-all on the economic market. I had the anarchist, socialist, I. W. W., and labor "run" on a big-town newspaper for over six years, and in the end all those gangs received me as a friend and brother, but the paper soured on the game. I believed in government ownership—and worked for it, and went on the Board of Railroad Wages as field representative—and saw red tape come in and Federal diseases develop that were much worse than the evils they sought to cure. I followed Emma Goldman's gang around and got to know its heart, and reported Socialist meetings until I saw something in each movement that would prove a fatal drawback to its getting anywhere in our own country. Labor grafters arose in the unions levying worse tribute on their own meek and weak workers than ever capital had.

"And slowly I hardened out into a real respect for individual American initiative—to a belief that the capitalist system hasn't yet really started, that when we take out its bullyism (and there's less of it there now than in any other system coming along), it has possibilities far beyond any system of get-on-itiveness the world has known."

## REGULAR WEEKLY EXCURSION LONG BEACH TO MT. LOWE

The manner which Long Beach residents have attended irregular excursions to Mt. Lowe, together with the continued growth of the city, resulted in a regular weekly excursion from that city to Mt. Lowe being scheduled for Tuesday of each week. This action by our management gives to Long Beach the distinction of being the first city on our system, outside of Los Angeles, to have a regular and scheduled service to our celebrated mountain resort.

A special fare of \$3.00 for the round trip has been arranged, the return journey ticket being good the day and day following date of sale. The plan provides through service on the going trip, leaving Long Beach, Pacific Avenue Station, at 9:00 a.m. for the car house at Pasadena, where transfer is made to Mt. Lowe equipment for the remainder of the trip.

The first permanent weekly excursion from Long Beach was run on March 25th, on which date fifty-three passengers made the journey. The following week forty-four tickets were sold. The Passenger Department has placed a large number of placards throughout the business district of Long Beach to acquaint the Long Beach public with this service and are making every effort toward the success of this excursion.

## HOW TO CUT FLOWERS

As soon as you receive cut flowers clip the stems about half an inch, slantwise, shown in the accompanying illustration, and place in a vase filled to the brim with cool water. Clip the stems and change water daily, preferably at night, and at a regular hour. Avoid crowding the flowers, by arranging them loosely in a wide-topped vase deep enough to immerse the flowers to at least half the length of their stems, without touching the bottom.

Over night, or when not wanted at once, cut flowers may be kept in an ice box or basement where air is cool and still. Never place them near open windows where they will be subject to draughts which cause wilting.

Putting salt, aspirin or other foreign ingredients in the water will not lengthen the life of flowers.

## WITNESSES PER ACCIDENT

The following statement shows number of accidents and number of witnesses per accident during the month of February, 1924.

Division	Number of Accidents		Average No. Witnesses per Accident				Accidents with No Witnesses					
	1924	1923	1924	1923	Nov.	Dec.	Jan.	Feb.				
Northern	182	169	7.3	6.7	16	10	21	4				
Southern	204	191	4.3	4.9	30	11	53	14				
Western	351	249	5.3	5.7	21	37	39	13				
P. E. Land System	48	609	1.2	5.7	0	4	10	4				
Division	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
Northern	6.7	6.8	7.0	6.9	6.0	5.2	5.2	5.4	6.7	6.0	6.5	7.3
Southern	5.2	5.1	5.8	5.2	5.6	4.4	3.9	5.0	4.2	4.2	4.9	4.3
Western	5.5	5.8	5.9	5.7	6.2	5.2	7.8	5.4	5.7	5.1	5.0	5.3
System	5.8	5.9	6.2	5.8	5.4	4.6	5.6	5.6	5.5	5.0	5.3	5.2

## APRIL FOOL, GOOD FRIDAY AND EASTER ORIGIN

The "April Fool" custom, according to one version, arose from the mistake of Noah in sending the dove out of the Ark before the water had abated, on the first day of the month among the Hebrews, which answers to our first of April.

The most plausible conjecture is that which ascribes the custom to France. This nation took the lead over all Christendom in commencing the New Year on Jan. 1st instead of Mar. 25th. Before the change was made, the merrymaking culminated eight days after the feast, or Apr. 1st, when visits were paid and gifts bestowed. With the adoption of the reformed calendar in 1564, New Years Day was carried back to Jan. 1st and only pretended gifts and mock ceremonial visits were made on April 1st, with a view of making fools of those who had forgotten the change of date.

"Good Friday," which this year falls on April 18th, is the Friday in Holy Week instituted in commemoration of the crucifixion of Christ. It probably received its name from the good things which he gained for us by his suffering and death. Among the Saxons it was called "Long Friday," probably on account of the long fasts on that day.

From the first ages of the Church the commemoration of Christ's sufferings has been kept as a day of strictest fasting. In the Roman Church the officiating clergy appear in black garments, the altar is stripped, and candles are not lighted. After a short pause the altar is covered with white cloths. Passages from the Old and New Testaments are read and prayers recited. Mass cannot be consecrated on this day, but the priest receives a host consecrated on Holy Thursday. A special feature of the day is the Adoration of the Cross.

In the Latin countries the Adoration of the Cross is a far more elaborate ceremony. In Spain the senoras appear in the streets in funeral garb. No colors are worn and even the "jeunesse doree" are in black from hat to boots, with jet studs and sleeve buttons. Fashionable ladies sit within the Church doors and beg in the name of charity and earn large sums for the poor.

"Easter" is the Sunday on which Christian Churches commemorate the resurrection of Christ. The name in all probability is derived from a goddess of the heathen Saxons, Ostara, Osterr, or Eastre. She was the personification of the East, the morning, the spring.

Easter must invariably fall on the first Sunday after the 14th day of the moon that happens to be reigning at the time of the vernal equinox. It was declared that the date of the equinox should be arbitrarily made March 21st, although it is sometimes earlier and sometimes later. If the equinox moon is just 14 days old on Mar. 21st and that day falls on Saturday, then the next day would fill the condition and consequently be Easter. This year Easter Sunday falls on April 20th.

## 'Smiling' Sam Mason



The cheerful individual, in a characteristic pose and mood, is Sam Mason, Passenger Director, on rear elevated platform at the 6th and Main Street Station.

PROBABLY no employee on our whole system comes more in the public eye than the subject of the above picture—"Smiling Sam" Mason, our genial Passenger Director on the elevated platform at the Main Street Station. Likely too is the fact that his unchanging good nature had much to do with his having been selected to care for the important duties he performs.

It has been a matter of frequent comment from daily patrons passing through the Los Angeles terminal to remark about Sam's smile. Moreover, that isn't his only qualification by any means, he is always on the job and the clearness and far reaching quality of his voice in announcing cars will rival that of any railway announcer in the country.

But best of all, he can and does SMILE, which reminds us what a wonderful old world this would be if we all could SMILE!

## ACCOUNTING DEPT. NOTES By Don Goldsworthy

H. A. Meisner, recheck clerk in the Freight Accounts Bureau, after a number of attempts to remain at work finally succumbed ill health and recently found it necessary to retire from all activity. He is now at the Pacific Hospital.

Mr. Meisner has many friends in the department who sincerely hope that he will again be able to take his place at his desk. He is well known to a large number of employees through his connection with the P. E. Band, having played bass with that organization for the past four years.

A. F. Manhart is a very proud person on account of a brand new 7-pound baby daughter, who arrived Saturday, March 29th. He reports everyone doing fine and the daughter's name as "probably"—Dorothy Marie.

Miss Eleanor Broom is with us again returning for a short period to assist in the Stenographic Bureau, while E. A. Poetker is a new addition to our staff, holding down the job of handling the collection of collectible items in the General Accounts Bureau.

The bobbed hair boom is still holding its own, two more victims of Dame Fashion's edict having been added during the past month. We dare to remark that both grace the style becomingly.

Mr. Howe has been an exceptionally busy man lately on account of the preparation of the annual reports. He has received some very efficient help from several young ladies from Miss Templeton's office, whose good efforts made his task much lighter.

## ENGINEERING DEPT. NOTES By R. E. Humphreys

A buzzer signal system has been installed between Angeles Temple and third track north of Sunset Blvd., Edendale Line, to facilitate movement of passenger traffic handling the attendance at Angelus Temple.

Spur track, 250 ft. in length, has been constructed at Santa Monica Blvd. and La Brea Ave., to serve the Shell Oil Company.

Spur track, 300 ft. in length, formerly serving Los Angeles Investment Co., at 20th Street, Long Beach line, has been removed.

Sixteen feet of spur track has been removed and an automobile unloading platform with ramp has been constructed at Fullerton Station, La Habra line.

A Type E-1 Waiting Station has been erected at Dolores Station on the San Pedro main line, also one of same type has been located at Third and Central Ave., Newport Beach.

At Walnut Ave., East Long Beach on our Newport Line, spur track serving the Sterling Gasoline Co., has been installed.

## WARNING FOR RADIO FANS IN BUYING "NEW" CIRCUITS

The following warning in connection with the purchase of so-called "new and improved" radio circuits, which frequently are found not to be new and to embody no virtues not contained in older and less expensive sets, was submitted by L. H. Appel of the Electrical Department. Radio enthusiasts may profitably read and heed:

"Radio enthusiasts are fully aware of the increasing number of new radio circuits that are appearing in the numerous radio papers and magazines, and it is of note, that each circuit as it appears has all of the virtues and desirable characteristics claimed for it that the most ardent fan would dare to hope for—clearness, volume, selectivity, non-oscillating—all are yours in a radio set for the building.

"For the experimenter with unlimited funds, there may be considerable satisfaction in trying the new circuits as they appear, regardless of their relative merits, but the facts are that there are very few fundamental circuits and in the large majority of the original fundamental circuits, and as experience generally proves, are anything but an improvement over the original circuit.

"With radio information as readily available as it is, it would be well for the radio public to take advantage of it and become familiar with the essentials of radio, so as to be able to analyze the various "new" circuits as they appear. There is considerable satisfaction to be derived from knowing the "why" in addition to the pleasure of assembling the various component parts into an operative radio set.

"Also a little study of a circuit may reveal the fact that it is one of the "old timers" in disguise and save us considerable time, money and more than likely, dissatisfaction and disappointment."

### MECHANICAL DEPT. NOTES By Willis M. Brooks

Mrs. Merritt of the Upholstering Shop has returned to work after a pleasantly spent vacation.

In the country the ground hog announced the opening of spring. In the Torrance Shops this event is broadcasted by A. E. Fowler appearing in public without an overcoat.

The last of the eight new 1601 class locomotives has been placed in service.

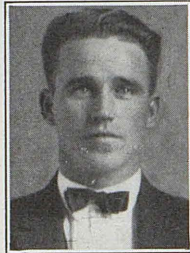
Guy Woolley of the Machine Shop is once more on the job after a protracted siege of blood poisoning.

William Blackmur enjoyed a pleasant outing on the boulevards adjacent to Los Angeles on Sunday last.

J. Liston, general foreman of Torrance Shops, is on the sick list, suffering from broken blood vessels in his leg. Reports state he is getting along nicely.

## Public Appreciation Expressed Service and Courtesy Bring Their Reward.

**F**URNISHING a thrill of sufficient intensity to hold onlookers in a state of envious suspense, the heroic rescue of an aged man by Bus Operator



T. J. Keohane

T. J. Keohane from certain death will be recorded as one of the most commendable actions ever taken by a Pacific Electric employee in a moment when life and death hung in the balance. Sensing the predicament of an elderly man who had been knocked by an automobile directly between the tracks of an on-rushing freight train, Mr. Keohane ran from his bus and pulled the victim to safety with a death dealing engine not more than fifteen feet away.

Details of the incident are fully related in the following account by Mrs. Florence Seidell, an eye witness:

"I am writing to tell of an act of bravery by one of your Bus Operators yesterday, March 24th. He drives a bus between Monterey Park and Alhambra and we were at the Southern Pacific tracks near Alhambra when an old man alighted from the bus and started to cross the tracks. A lady driving a car toward Alhambra struck the man and threw him in front of an oncoming freight train, which was going very fast.

"No sooner had the man struck the ground than your Bus Operator leaped from the bus, ran to the tracks in front of the fast moving freight train and saved the old gentleman's life at the risk of his own. The freight train was about fifteen feet away when he pulled the man to safety.

"It will be a pleasure I am sure to learn you have a young man so brave in your employment."

Needless to say Mr. Keohane has been officially commended and it is a pleasure to record his most worthy and commendable action. In addition to the foregoing incident the kind attention given an elderly patron who rode daily with Mr. Keohane also evoked during the past month favorable comment on the service he renders.

**H**ERE is a gratifying communication which is an excellent testimonial, not only for Conductor C. E. Bushnell, who found and returned a lost purse to the writer, but also for our entire Trainmen organization operating in the Hollywood service. Mr. M. H. Gerson, the grateful patron thus expresses himself:

"I wish to convey through you my thanks to the Conductor (Mr. C. E. Bushnell) who turned in a purse dropped by my wife on a Hollywood

car on Tuesday afternoon, March 11th. It certainly is a credit to your Company to have such trust-worthy employees.

"The saying in Hollywood is if anything is lost on a Hollywood car and the Conductor or Motorman finds it, you will surely get it back."

Thank you, Mr. Gerson, for the kind sentiments expressed. We likewise believe in the integrity, not only of our Hollywood trainmen, but also the rank and file of our employees throughout the entire system.

**I**T GIVES me pleasure to speak of good things about one of your Conductors," writes Mr. Stockton Veagey in bringing to light the good service rendered by Conductor G. R. Stevens of the Hollywood Boulevard line. "Coming into Los Angeles today the Conductor whose cap had numbers 2900 (Mr. Stevens) was unusually polite, considerate and good natured, without being at all 'fresh'.

"Though I never saw him before, as I know, he sets a splendid example and if many others who come in contact with the irritable public could pattern their conduct after his, it would help to rub out much conflict between the public service companies and their patrons.

"As I expect the right to complain of poor service, it is only fair that its opposite should bring forth commendable comment."

**M**ANY virtues of Bus Operator H. T. Hawley in the Pasadena service are expounded by Mr. Rufus Mead, Principal of the John Muir Junior High School, in the following letter addressed to the management:

"I ride to school each morning on the bus driven by H. T. Hawley and want to take occasion to commend Mr. Hawley to you as one of the most careful drivers I have ever ridden with.

"I know a little something about handling motor cars and want to say that he handles the car in fine shape. He is always on time and is uniformly courteous, polite and considerate. It is a pleasure to ride with Mr. Hawley."

**I**CAN truthfully say we met a real man," is the manner in which Mr. A. E. Price, formerly Mayor of the city of Elgin, Illinois, for fifteen years, concludes a commendatory letter in which "more than routine activity" was extended to him while a passenger on car in charge of Conductor W. H. Jenkinson of the Western Division.

Being a stranger in the city Mr. Price explains at length the kindness of Mr. Jenkinson in directing him to his destination and for calling him when train arrived at point to change cars.

## DOUBLE DECKED BUS COMPETES FOR FAVOR



New 56-passenger Fageol bus now being tried out on the Vermont Avenue-Sunset Blvd. line of the L. A. Motorbus Company.

### BETTERMENTS APPROVED IN MARCH THROUGHOUT SYSTEM

Following closely announcement of the purchase of \$3,000,000 worth of freight equipment, approval of a number of projects designed to improve and modernize existing facilities of the Pacific Electric Railway were made public by the management late last month. Totalling an expenditure of \$298,000, work on the various projects will be begun immediately.

Among the more important improvements are the reconstruction and pavement of tracks between First and Los Angeles and Aliso and Alameda streets, also between Sixth and Second streets on Figueroa, between which points girder rail will be laid. The cost of this work will approximate \$157,000.

On the Long Beach line 3½ miles of overhead catenary trolley line will be installed, which when completed will make the entire distance between Dominguez Jct. and Long Beach of the improved type of catenary construction. On the Santa Ana line, from Watts to Clearwater poles will be changed from 35 to 45-foot lengths and catenary trolley construction installed.

Other improvements include the modernizing of tower interlocking plant on the Glendale line at the Southern Pacific crossing; construction of a line car at the Torrance shops; reconstruction and paving of tracks in Santa Ana and the removal of pile trestle on the San Bernardino-Redlands line no longer required on account of diversion of flood waters.

THE third of four double deck buses to be placed in service on the routes of the Los Angeles Motorbus Company made its initial run on Monday, March 24. Four buses of the double deck type are to be thoroughly tried out to prove or disprove their adaptability to render efficient service under existing local conditions.

Some unusual features are embodied in the construction of the recent addition to our double deck bus equipment, which was built by the Fageol Company at a cost of approximately \$13,000. It is generally believed to be the first double deck bus ever built which used pneumatic tires on all wheels, an obvious improvement if same are found to be capable of sustaining the tremendous load to which the tires are subjected.

The seating capacity is 56 passengers and the bus is equipped with rear and front exit doors, the latter being controlled and operated by the driver. A six cylinder motor is used and is capable of developing 110 horsepower. The power of the engine is apparent from the fact that a speed of 37 miles per hour is possible with a full load. Westinghouse air brake equipment is used, leverage being applied by foot pedal.

Another outstanding feature is the fact that the upper deck is some three feet lower than the other two buses now being operated by the L. A. Motorbus Company, but still the roof of the enclosed section is 6 feet 5 inches above the lower floor, which is ample for even the tallest person to enter without discomfort. The seats on lower deck are arranged as in our in-

### P. E. DANCE INSTRUCTOR TO GIVE FOUNDATION LESSONS

For the benefit of the many pupils who were unable to enter the class at its beginning, Mrs. Mabel G. Rockwell, Instructor of the dance at the Pacific Electric Club, states that she will again take up the foundation work of the various steps. Lessons in the Tango had been begun but because of the intricate steps, the Instructor feels that the work in the more simple steps should be mastered before the Tango is continued.

Pupils who begin the lessons are urged to attend regularly for by so doing proficiency is attained quickly and permits of others joining classes.

Cards admitting employees and members of their families to the privilege of these dancing lessons may be obtained from the club headquarters and are without charge.

terurban cars and each seat has an individual window. On the top deck continuous seat is arranged longitudinally practically the entire length of the upper section, with a seat running crosswise for two persons on the front end. Leather seats are used below and wicker type above.

As is generally known all buses of the L. A. Motorbus Company are jointly owned and operated by the L. A. Railway and the Pacific Electric Railway.

"Nine-tenths of getting ahead consists of laying something aside.—John Wanamaker.

## ADS OF TODAY AND YESTERDAY

(Continued from page 4)

bought a package of "Pep," and set before the old man next morning a new breakfast dish that looked about like so much redwood shavings and for all I could ever tell, tasted like it looked. Anyway, it was a change from the gooey dish of oatmeal which he'd eaten daily for the past fifty years—and I s'pose lots of 'em did become Sunny Jim.

Even the railroads caught the contagion and blossomed forth with modest claims to superior service. "Travel with Miss Phoebe Snow on the road to Anthracite" was one more than hospitable invitation. Of course, you understand, Miss Phoebe was not a real person, nor was the invitation meant to be taken literally. Miss Snow was shown as an immaculate young thing, clad all in white, with never so much as a speck of soot on her classic nose, nor the suspicion of a cinder in her eye to indicate she'd travelled between the two dirtiest and smokiest burgs on earth—Harris and Pitts.

Of course the Patent Medicine field did not overlook the appeal of the printed ad. I can recall, even now, the amazed surprise with which I read, when first I learned to spell out the printed word, that children cried for Pitchers Castoria; had, so far as I knew to the contrary, been crying for it thruout all the ages past, and, so I gathered from the confident tone of the ad, would so continue thruout all the ages to come. I wondered wherein my youthful tastes were so radically different from others of my kind, for not only had I never cried for it, but from the earliest infancy I could recall having cried—yes, and fought many a losing battle, because I was forced by superior strength to take it against my better judgment.

### Why We Have Cough Drops

Then there was the truly remarkable product of Miss Pinkham's genius which, if that estimable lady is to be taken at her printed word, has done so much to prevent the depletion of our native population, once darkly forecasted by T. R. The justly celebrated Smith Brothers, who, after hearing one of our leading bass singers trying to plumb the depths of "Rohocked in the cradle of the De-heep," went straight home and invented their cough drops. And finally due acknowledgment should be given old Dr. Pierce for his favorite prescription. Believe me, any Dr. Pierce of this day who could put out a prescription containing the same proportion of C<sub>2</sub>H<sub>5</sub>OH as that original one did, and get away with it, would develop writers cramp due to the popularity of a dry nation's favorite prescription.

Taking it by and large, one is forced to the conclusion that while Mr. Barnum may have been correct in his day, they are being born oftener now. Or since that is obviously not possible, I'll say more of 'em are being born now, and let it go at that.

Let's go over to Taits for a bite to eat. Me? Oh, I'll have a cuppa coffee and some baked beans.

## More Benefits Accrue From Group Plan of Insurance

**D**URING the past month the grim reaper visited our corporate family and claimed two members of the ranks in the persons of Arthur N. Roy, Elevator Starter, and Miss Ruth I. Lietz of the Conductor's Accounts Bureau. The families of both of the deceased received a measure of comfort at least through the payment of Group Insurance checks and in the case of Mr. Roy, a Mortuary Fund check was also delivered to his bereaved wife. The payment in both cases was made with a minimum of delay through the prompt handling of the claims by both the insurance company and Mr. Bertelson of the Accounting Department.

Mr. Roy's death occurred after six weeks of illness at the Pacific Electric Hospital, heart trouble being the cause of his demise. He had been employed on the elevators in the Pacific Electric Building since February, 1913, rendered excellent service and was well liked by elevator patrons who were deeply grieved to learn of his passing. A total payment of \$2,400 was paid to Mrs. Roy, \$1,500 representing Group Insurance and \$900 Mortuary Fund payment. A small additional sum will be paid to the widow when final account is made of Mortuary membership, the total contributors to which has increased materially during the past month's campaign.

The death of Miss Lietz was sad and unfortunate indeed, she having been the victim of a rip tide while swimming with girl friends at Redondo Beach. Her body was recovered quickly by life guards and a pulmotor resorted to, but her life was despaired of after three hours of strenuous efforts to revive her. Miss Lietz had only been in the service six months but a matter of ten days before her death, her relatives receiving a check for \$250, the amount given gratis by the company to employees whose service ranges between six months and one year.

### Court Calls Traps Legal

The superior court of California has sustained the ruling of a lower tribunal that speed traps are a lawful means of obtaining evidence against speeders, the Breed law to the contrary notwithstanding. In the case of Joseph Berry, a San Francisco attorney who decided to test the law, his conviction and sentence of 5 or 5 days was affirmed. Now he will take the case to the supreme court.

## WESTERN TROLLEYGRAMS

By E. C. Brown

Motorman H. Delmar, who recently lost first place in coasting, says he will be back there soon and show them that "he who laughs last, etc.," you know the rest.

Many new subjects will be discussed at the April Get-Together meeting of Western Division Trainmen and a large attendance is desired.

A story that will be of interest and prove an inspiration to all Trainmen appears in the April edition of the American Magazine and is entitled "Just Tended to His Job," written by Keene Summers.

Motorman T. J. Caldwell, of Ocean Park carhouse, wants suggestions that he may present at the safety meetings. He has been appointed one of the Committeemen.

The V. S. L., according to Conductor A. Eager, is a pension job compared to the Sawtelle Line where he previously operated.

Motorman L. C. Larson is planning on an early vacation to the good state of Wisconsin.

## DOINGS OF P. E. MASONS

At the regular meeting on March 11th of the P. E. Masonic Club an unusually good program was given and there were approximately 65 members in attendance. Dr. Bruce Brown, noted Masonic authority and lecturer, spoke on "The Makers of Early American History." He treated the subject ably and his address was an inspiration to those who were fortunate enough to be present.

During the month the Pacific Electric Degree Team has assisted in conferring the Master degree upon two of our employees: J. F. Blake, on Wrecker 03, at Vermont Square Lodge, March 18th, and G. W. Orr, Asst. Frt. Terminal Agent, at Palestine Lodge on March 26th.

President High requests that anyone having knowledge of a Brother about ready to receive his Master degree to notify Secretary L. H. Appel, 695 P. E. Bldg.

The next regular meeting will be held on Tuesday, April 8th, at which time Dean MacCormack will be the principal speaker. His presence will justify a large attendance. A motion picture, entitled "The Working Tools of Masonry," will be shown through the courtesy of the Lasky Studios.

### Making the Grade

"Mother, what is the name of that automobile song they sing at church?"

"Why, Tommy, there is no automobile song sung at church!"

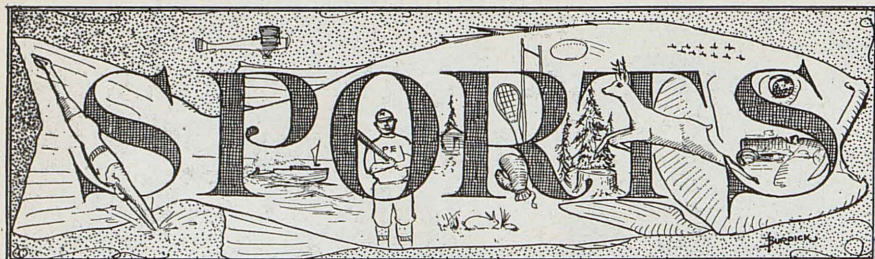
"Sure there is, mother! It's something about 'going home on high'."



### Junior Members of the P. E. 'Family'

1. Anita Marie, 5-months, daughter Wm. Standigel, conductor West. Division.
2. William Davis, 4 years, son Earl E. Wilcox, conductor Western Division.
3. T. Hezekiah, 20 months, son Thos S. Johnson, track foreman, Eng. Dept.
4. Leo, Jr., 11 months, son Leo. C. Thompson, conductor North. Division.
5. Lorraine, 2 years 3 months, daughter K. J. Bordelon, motorman, South. Division.
6. Mary Lois, 2½ years, and Fred Jr., 7 months, son and daughter F. B. Eggeman, timekeeper Trans. Dept.
7. William Lawrence, 4 years, son of M. H. Stowell, conductor South. Div.
8. Earl Davey, 3 years, son E. A. Lock, cabinet maker Torrance Shops.





## Ball Team Drubs Las Vegas

### P. E. Club Makes Long Journey and Administers Severe Defeat to U. P. Shop Team

By GEO. GRACE, Asst. Team Manager

**T**O TRAVEL 350 miles or more and return to play a single game of base ball, accomplished in about 30 hours, is a real undertaking, nevertheless such a performance was staged by the Pacific Electric's when they played the Union Pacific team at Las Vegas, Nevada, on Sunday, March 23rd.

Leaving Los Angeles Saturday night on Union Pacific train No. 4, Pullman accommodations having been arranged for by Manager Charles Hill, the members of the party were soon in their berths. Most of them were up passing Yermo, where engines were changed about 6:30 A.M.

The announcement of "Kelso, 30 minutes for breakfast" met an immediate and unanimous response and numerous portions of "ham and" and "stack of hot" were safely tucked away.

After leaving Kelso, and commencing the 18 mile climb up the grade to Cima, Frank Drunert broke into a wild lamentation over the loss of his hat. With much vituperation he explained that upon the advice of "Fitz" that it was the proper thing to do, he had removed his hat while at the lunch counter, and being suddenly startled when the conductor called "All aboard" he made a break for the train without his lid. Holy cow!

Las Vegas was reached at 12:15 P.M. and after a hurried lunch, the team donned their uniforms and proceeded to the ball park.

The day was cold and dark, low hung clouds threatened a down pour, consequently the attendance was light. However, a brass band helped materially in maintaining enthusiasm and the fans seemed to have a good time.

The game was featured by heavy hitting by our team, no less than 19 hits being secured off Pitcher Cannon, of the U. P. nine, while the latter team scored 11 hits off "Rupe" Hilton. The score by innings follows:

Pacific Electric	Runs.....	5	0	0	4	1	2	0	0	3	—15
Union Pacific	Runs.....	2	0	0	2	0	0	1	1	2	—8

After the game, the boys had just time enough to change clothes and finish dinner before train time at 5:30 P.M.

Return trip was made without mis-

hap barring misplaced shoes and other necessary wearables, the purloining of which had been engineered by mischievous members of the ball team, headed by "Chuck" Evans. He eventually fell a victim to his accomplices as he did not find his own shoes till late next morning just as train was pulling in at Los Angeles. The missing hat was also retrieved at Kelso by the owner, assisted by the porter and conductor.

The hat incident was not remarkable in itself; but the fact that this same gent had left his coat at Glendale the day before was causing much speculation as to what other garments might be inadvertently overlooked. We took comfort in the knowledge that he wore a belt, in addition to his trusty suspenders, so the hazard of a possible appearance without his trousers seemed to be remote.

The homeward trip was completed at 7:00 A.M., Monday 24th.

The party included Mrs. R. C. Hilton, Mrs. R. V. Rachford, Mrs. W. H. Jenkinson, Mrs. Dan Leonard and Mrs. Dan Fitzgerald, respective wives of team members.

This game has attracted much attention in the Southern California Managers' Association, as it is the first time in its history where a member team has travelled into an adjoining state.

The team made an excellent impression and has already been requested to play at Las Vegas in the near future and no doubt on another occasion the score will be much closer as the Union Pacific team is a good one capable of a good showing in any company.

#### DIAMOND DUST

Pitcher "Rupe" Hilton distinguished himself by twirling a no-hit, no-run game against the Buick Autos at Glendale on March 8th. It was a star performance in the full sense of the term and a record held by only a few within the semi-pro ranks.

"Sandow" Allec, general utility on the team, has attracted much attention on account of his size, in fact has been dubbed by the fans as Tarzan, Firpo, Over-Size, and a few others. His fellow employees at Pier "A" call

him "Shrimp," which is the nick name which was given him while at college.

Dan Leonard is the recipient of a fine silk shirt which was awarded to him by Manager Charlie Hill for having attained the highest batting average of any member of the team during the past season. Dan wore his new shirt to Las Vegas, Nevada, and kept his coat off during the entire trip. His better-half has developed into a real baseball fan and very often graces the stands in company with the other lady members of the squad.

Don Houston, of the General Superintendent's office, is another of the members who hails from Oakland, and he knows it. Ask him. He is catching a nice game behind the bat and is getting better all the time.

Simpson Chapman, who hot-foots it around the outer garden, was married on March 1st to Miss Fannye Gruber of the Accounting Department. "Chap" was out of the game for thirty days, honeymooning in Colorado.

Manager Hill is to be congratulated upon the acquisition to the team of Charles F. Evans, of the station force at Sawtelle. "Chuck" plays short-stop and has a habit of grabbing them sizzling from the bat and slamming them over to first, still sizzling, only more so, for Dan Fitzgerald to handle. Ask Fitz; he knows.

And speaking of Fitzgerald brings to mind that he has an offer to play a professional engagement with a fast team in Nebraska. Nothing doing, however. Dan likes his associates too well at the local freight house.

Rachford's home run drive, with the bases full, was a great factor in winning from the Lankershim Club on March 30th by an 8 to 5 score. Drop in at the Yard Office some time and Bob will tell you how he did it. He is hitting them hard these days.

Four other new members of the team are Pitchers Jenkinson of the Western Division, Jensen of El Segundo and Key of the Southern Division Yard office, and Catcher Kennedy, motorman on the Northern Division. All four look mighty good.

Charlie Stephens, of the Accounting Department, has been signed up as bat boy and mascot. His first appearance with the team was at Lankershim and at once became a favorite with the bunch.

Frank Drunert of the Timekeepers' office, who plays second base, is still bringing the fans to their feet by his sensational stops and catches. His latest achievement is catching flies while seated on the ground.

Dolph Cain, who hangs forth around the Mechanical Department shops at Torrance, is the latest acquisition to the outfield and has looked good in the games he has played. He landed a triple and two singles on the desert at Las Vegas.



## MANY OUTINGS PLANNED BY ROD & GUN CLUB

In his usual good form, general utility man George Grace, gracefully decorated the mahogany as Acting President at the regular monthly meeting of the P. E. Rod & Gun Club held at club quarters on the evening of March 12th. The following details of the meeting were supplied by Jake Geopfert, Secretary.

At this meeting our new Constitution and By-laws were given their second reading and placed before the members for discussion, after which they put their stamp of approval on it by adopting it in original form. The new document carries with it a clause we wish at this time to place before our members, namely: "Any member in arrears for three months stands suspended, and when in arrears six months will be dropped from the Club," and again, so speaketh this document, "No member not in good standing can register or compete for prizes offered by this Club." Each member was mailed a copy of the document as passed at our last meeting.

Mr. Spafford outlined a new handicap system which he claims is a just one. He tried it out on the San Bernardino shooters, and it seems, considering the scores made by the various contestants using this system, that it is all Mr. Spafford claims. This handicap system is used only where contestants are shooting for the day's prizes.

Field Captain J. W. May of the Fishing section outlined a very good program for the coming fishing season. This is what he has planned. First, a three day fishing trip to Santa Cruz and surrounding islands, this trip to start the evening of the 3rd of July, returning on the 6th, which is Sunday. Those who have made this trip say it is worth every cent you spend on it—it is excitement and pleasure from start to finish. Final arrangements will be made at a later date and due notice given.

Second, it is planned to make up a surf fishing party to some south coast point between Los Angeles and Ocean-side, Calif. This trip, without doubt, will cover the same period as the Santa Cruz Island trip, namely 4th, 5th, and 6th of July. This party will be in charge of men who know the surf fishing sport and a lively and pleasant trip can be expected. As above, final details of this trip will be given later.

Our next monthly meeting will be held April 9th at the Pacific Electric Club. This meeting features one of our special spreads, namely a "mussel feed." Now friends, the ease, the elasticity, the flexibility, etc., with which mussels can be eaten in itself should be an inducement to attend this meeting.

We cordially invite our members and their friends to look over our shooting and fishing prizes for the coming season. There are more and better prizes this year than ever before; each and every member should make some competitive effort for these prizes. Let us show at least 100 fish

## Youthful Sportsman



Introducing Master Robert D. Harris, the youngest and an active member of the Pacific Electric Rod & Gun Club. Robert is the son of O. D. Harris of the Claim Department, whose chief sport is "gunning" for fictitious claims, rather than lame ducks.

The bounty shown was bagged in the Pah-rump Valley near Shoshone on the Tonopah & Tidewater Railway and Master Harris is credited with having brought down three of the quail which grace the young sportsman in the accompanying picture.

registrations this season. Boys when you catch a good one, have him weighed and registered—he may turn the trick.

Remember the big shoot at Los Cerritos Sunday, April 13th. At each one of these shoots we will stage some special event to make them interesting. Coffee, etc., every time. Bring your cups and lunch and make a day of it with your families, kids, sweet-hearts, etc.

Special Meeting of P. E. Rod & Gun Club, April 9th at P. E. Club, 8:00 p. m.

## HANDICAP SYSTEM INITIATED AT SAN BERNARDINO SHOOT

Sunday, March 9th, was another eventful day for the boys at San Bernardino, the weather being clear and warm, with just enough wind to make a target dance a bit. Breeze or no breeze, these boys are bad actors with the scatter gun. Take, for instance, K. Thompson and C. H. Jones, from the way they powder the targets, it would be no trick at all for them to use a rifle.

The Field Captain sprung a surprise on the boys by putting into effect an average added bird handicap system. This is based on the season's average of the shooters up to date. As soon as a squad is made up, the averages of the men in the squad are obtained from the handicap sheet posted in a convenient place; the score of the man in the squad with the highest average is used as a basis, and those in the squad with lower averages will be given enough points or targets to equalize the average of all men in the squad.

The handicap system helped materially the scores of W. E. Massingale and Dan Findley. Massingale took Jones to the cleaners for a nice Rod & Gun Club charm. The thought of having a better score than Jones seemed to be about as pleasing to Messingale as the beauty and usefulness of the charm itself.

Dan Findley went home with coffee, sugar, and a watch fob. Other winnings were general and were not taken by a chosen few.

The day was a pleasant one for all and it is likely that this new handicap system will be used on all of the one day shoots, but will not apply to the tournament season prizes.

The following are the scores made:

K. Thompson	.....	137x150	91.33
J. L. Cowley	.....	127x150	84.67
L. V. Thompson	....	118x150	78.67
D. J. Findley	.....	110x150	73.33
L. R. Spafford	.....	109x125	87.20
C. H. Jones	.....	87x100	87.00
W. E. Massingale	...	75x100	75.00
J. M. Curless	.....	44x50	88.00
Geo. W. Pugh	.....	37x50	74.00
W. H. Knight	.....	15x25	60.00
F. H. Pugh	.....	13x25	52.00
Mrs. L. R. Spafford	..	9x25	36.00
Helen Spafford	.....	7x25	28.00

It is planned to make all shoots this year "merchandise shoots," so hereafter the winner will profit by the degree of marksmanship displayed.

Details furnished in the foregoing account were furnished by L. R. Spafford, Field Captain.

## SHOOTERS COMPETE AT LOS CERRITOS DESPITE RAIN

Rain, falling in copious quantities, failed to dampen the enthusiasm of a goodly number of P. E. Rod & Gun Club sportsmen who responded to the scheduled shoot at the Los Cerritos gun quarters on Sunday March 23rd unmindful of the downpour which drenched the hardy contestants.

Not a murmur of regret was voiced by the members present and all entered competition and remained through a drenching rain. Regardless

of this, it was a happy crowd that gathered around the big fire to dry out and eat lunch in the picnic grove.

Several of the boys proved to be good "mudders" shooting as well as under more favorable conditions; others were affected by the weather and failed to exhibit their known prowess. L. R. Spafford had his Bilikin with him again; he broke 98x100 with a straight run of 47 and another of 31 in the first 100. He was not the only one in good form, for J. L. Crowley, a new man at the game, broke 92 of the first 100 which feat was tied by C. H. Jones.

The scores made follow:

L. R. Spafford	.....120x125	96.00
C. H. Jones	..... 92x100	92.00
J. L. Crowley	.....114x125	91.20
K. Thompson	.....134x150	89.33
J. Driver	..... 64x 75	85.33
L. V. Thompson	.....125x150	83.33
W. H. Knight	..... 56x 75	80.00

Field Captain Spafford says "you can tell the world that the P. E. Rod & Gun Club shooters are due to be recognized in the near future. The Foothill Gun Club will receive an answer to their challenge very soon and when this shoot is pulled off, all Pacific Electric employees are invited to be present."

#### EMPLOYEES IN HOSPITAL AND MEDICAL DEPT. NOTES

Since the publication of our last Magazine, there have been entered at the Pacific Hospital, 1329 So. Grand Avenue, the following P. E. employees: Howard Frost, Sub-station Operator; I. Cervantez, Laborer; F. J. Coltera, Conductor; H. A. Meisner, Clerk; Roger O'Malley, Track Foreman; R. Campbell, Motorman; J. W. Bennett, Motorman; J. M. Carter, Motorman; Jose Martinez, Laborer; Wm. Kehl, Laborer, Engineering Dept.; Mrs. Anna Smith, Clerk Auditor's office; A. T. Pinkham, Clerk; M. Frias, Laborer.

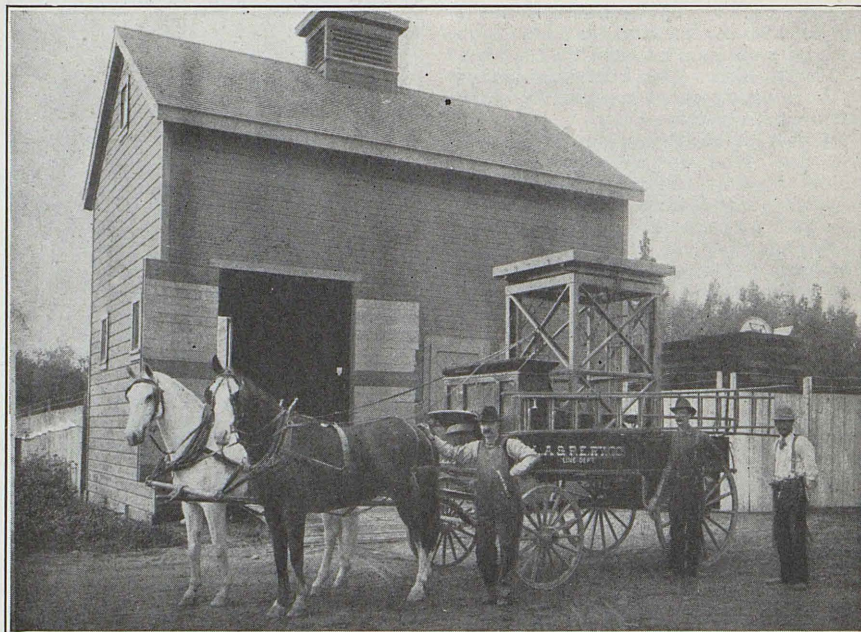
In addition, the following mentioned in the previous issue are still confined therein: Prof. E. L. Larkin, Astronomer; Leo Elliott, Conductor; Chas. Schafer, Term. Frt. Dept.; James Richardson, Mech. Dept.; Frank Hite, Motorman and E. L. Parker, Conductor.

Let not those who today are the unwilling guests at our infirmary say, as one said in days long ago: "In the days of my strength, many companions did throng about me but now that my strength has gone from me and infirmity hath beset, I am, indeed, alone and uncounciled by those who babbled of their esteem."

Followers of the medical profession are not immune to taking a little of "their own medicine," this fact being evidenced by the illness of Miss Helen Flinn, our popular X-Ray Technician and Nurse, who underwent an operation for appendicitis. She recovered sufficiently to leave the hospital after one week and is now convalescing rapidly.

Members of the Medical Department are rejoicing over the return of Mrs. Lulu B. Worley, Nurse, who has been absent for four months on account of illness.

## 'Backward, Turn Backward .....



In the days of the "hay-burner" and when the trolley poles were not so high.

**W**HOA! Back up! That is just what we have done gentle reader, we have backed up in time to the year of 1898 when many of us were quite a bit younger than we are today, and have garnered from the archives of the past the horse drawn vehicle such as we now see no more in the Line Department of the Pacific Electric Railway.

When compared with our speedy motor driven line repair trucks of today, we behold quite a contrast. Likewise, looking at the three prominent human figures in the photograph we see still another distinct mark of

progress in the three personalities. The foreman of the Line Department of the then Los Angeles and Pacific Electric Railway Co. standing nearest the horse is our dignified Superintendent of Power and Equipment S. H. Anderson. Next in line, nearest the wagon, with his pole climbing harness "n evrything" we behold George Gilks, now foreman of the winding room at our big Torrance shops; and the third figure is that of Jack Turner, well known to many of the older employees of our railway, who left our service several years ago and is now located in Arizona.

#### COMPARISON OF ACCIDENTS DURING FEBRUARY 1923 AND 1924

	Northern Division		Southern Division		Western Division		P. E. Land Co.
	1924	1923	1924	1923	1924	1923	1924 1923
Interference with vehicles	126	129	113	157	252	204	41
Collisions & Interferences							
with cars	3	6	5	13	13	10	
Persons struck by cars	8	6	5	7	9	3	
Derailments	9	11	22	45	6	11	
On and Off moving cars	13	18	11	12	21	21	2
Miscellaneous	23	33	48	47	50	47	5
Total	182	203	204	281	351	296	48
		D-21		D-77		I-55	
		1924		1923			
Interference with vehicles		532		490		8.5%	Increase
Collisions and interference with cars		21		29		27.5%	Decrease
Persons struck by cars		22		16		37.5%	Increase
Derailments		37		67		44.8%	Decrease
On and Off moving cars		47		51		7.8%	Decrease
Miscellaneous		126		127		0.7%	Decrease
Total		785		780		0.6%	Increase

I-5

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms at 2:15 p. m. The following members were absent: L. H. Covell, F. L. McCulley, H. Gray, H. A. Wilkerson, A. E. Stowe, George W. Potter, H. C. Bidwell, E. S. Mills, S. A. Bishop, S. H. Anderson, and C. H. Burnett.

The minutes of the last meeting were read and approved, after which the following reports were read by the Manager, concerning the Club Funds.

### Club Fund

Balance 2-1-24 .....\$ 351.19  
Received ..... 1107.32

Total .....\$1458.51  
Paid Out ..... 1081.33

Balance 2-29-24 .....\$ 377.18

### Relief Fund

Balance, 2-1-24 .....\$ 262.20  
Received ..... 344.75

Total .....\$ 606.95  
Paid Out ..... 475.00

Balance, 2-29-24 .....\$ 131.95

### Unfinished Business

Mr. Brooks stated that in taking the question up with Mr. Annable, he learned that the Torrance Special can be routed by the way of Delta, which will enable the employees working in Torrance to make better time each day, with the possibility of getting into 6th & Main Street Station about five minutes late. The change will be made accordingly.

Mr. Vickrey stated that the order has gone through for improvements in the Pacific Electric Camp which will include improving and beautifying the grounds, ten new cabins on a similar plan with those at Mt. Lowe and considerable new and needed equipment. The new cabins will be of a very convenient design with a well equipped kitchen and built-in features.

Camp will open June 1, 1924, and it is desirable that each employee take this into consideration when planning his vacation as we hope to accommodate everyone wishing to go to Camp.

Those employees who wish to take their vacation in the month of September will find it one of the most beautiful months in the mountains and should the weather permit the Camp may continue open until the fifteenth of October.

Each employee should receive a copy of the Magazine each month and anyone who does not should take the matter up with his foreman who will be able to get a plentiful supply by communicating with C. P. Hill, Chief Clerk to the General Superintendent.

All employees are requested to be on the look out for the Insurance lit-

## Club Movie Program

### Friday, April 11:

Main feature, "Hollywood," with an all star cast. Cameo comedy, "Hot Sparks."

### Friday, April 18:

Main feature, Pola Negri in "The Spanish Dancer," Cameo comedy, "Under Cover."

### Friday, April 25:

Main feature, William S. Hart in "Singer Jim McKee." Hamilton comedy, "My Friend."

### Friday, May 2:

Main feature, "Flaming Barriers," with Jacqueline Logan. Mermaid comedy, "Look Out Below."

### Friday, May 9:

Main feature: "Icebound," with Richard Dix and Lois Wilson. Christie comedy, "Perfect 36."

erature which is due the latter part of the month. It contains much valuable information which is useful in the home as well as in the shop.

### New Business

George W. Huppert was appointed to fill the vacancy of W. W. Robbins, who resigned as Committeeman from the Mechanical Department at Torrance.

A drive for membership in the P. E. Club will be conducted by each Committeeman, aided by such of his assistants as he may choose. It is thought that fully one thousand employees who are eligible are not at present members and that they should be urged to become affiliated with the Club during the month of March. Mr. Vickrey promised to give a special entertainment and refreshments to the committeemen and their assistants on Saturday evening, March 29, 1924.

Mr. Delmar again complained of the need of soap and towels in the Club Rooms at Ocean Park, and stated that the removal of a partition wall, which is not necessary now, would be most advantageous.

### Solved at Last

Finally the riddle of the centuries has been solved: a chicken crosses the road for the same reason that a motorist crosses the railroad tracks without looking.—N. Y. Herald.

### 1,031,000 California Renewals

Approximately 1,031,000 renewals of licenses for automobiles and trucks were issued by California's motor vehicle department up to noon, March 5. It was 70,000 less than total registration for all of 1923.

## P. E. CLUB AND MORTUARY DRIVES GREAT SUCCESS

During the past month's campaign to increase the Club and Mortuary Fund memberships, 461 new members were added to the former and 467 to the death benefit roll, a most gratifying increase in each case and was possible only by the intensive efforts made by all members of the recruiting forces. To celebrate the success of the campaign and to encourage continued efforts in that direction the entire coterie of Membership Committeemen and assistants, numbering about fifty persons, gathered at the P. E. Club on Saturday night, March 29th and enjoyed an enthusiastic check-up meeting and its attendant luncheon.

An urgent appeal was made by President Thorburn and Club Manager Vickrey for the continuance of constant endeavor to interest employees of the Pacific Electric in the Club and Mortuary Fund. Mr. Hill was commended for the assistance rendered in preparing a list of names of the employees who were non-members of either the Club or Mortuary Fund.

From every department new recruits were gathered, the three leading departments in the Club member drive were:

Electrical Department ..... 56  
Engineering Department ..... 50  
L. A. Freight Department ..... 48

The three departments who lead in the Mortuary Fund members are as follows:

Sou. Div. Trainmen ..... 72  
Engineering ..... 54  
Accounting ..... 51

After the business meeting, an entertainment and luncheon was given in the banquet hall. A splendid musical program by "Daddy" Brown and his two charming daughters was pleasing to all, evident by the vent of appreciation shown by the applause and requests for encores. The tables were artistically decorated and the tasty luncheon served put each in a receptive mood for the witty short speeches that followed. Thanks were extended to Mr. and Mrs. Worley for their work in preparing the refreshments and decorations.

### P. E. CLUB BULLETIN

#### April 12, 1924 to May 12, 1924

Saturday, April 12:  
Agents Association will meet in the Assembly Hall at 8:00 p. m.  
Monday, April 14:  
P. E. Band rehearsal 8:00 p. m.  
P. E. Chorus rehearsal at 8:00 p. m.  
Tuesday, April 15:  
Northern Division Safety Committee meeting at 2:00 p. m.  
Wednesday, April 16:  
Trainmen's meeting as follows:  
Northern and Southern Divisions will meet at the Club.  
Western Division will meet at Sherman.  
Thursday, April 17:  
Club Dance, Auditorium 8:30 p. m.  
Friday, April 18:  
General Staff meeting in Assembly Hall at 10:00 a. m.  
Motion Picture Show in Auditorium at 7:45 p. m.

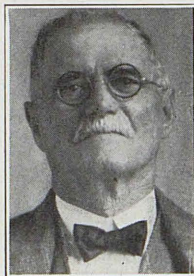
Monday, April 21:  
 P. E. Band rehearsal at 8:00 p. m.  
 P. E. Chorus rehearsal at 8:00 p. m.  
 Thursday, April 24:  
 Club Dance, Auditorium 8:30 p. m.  
 Friday, April 25:  
 Motion Picture Show in Auditorium at 7:45 p. m.  
 Monday, April 28:  
 P. E. Band rehearsal at 8:00 p. m.  
 P. E. Chorus rehearsal at 8:00 p. m.  
 Thursday, May 1:  
 Club Dance, Auditorium 8:30 p. m.  
 Friday, May 2:  
 Motion Picture Show in Auditorium 7:45 p. m.  
 Monday, May 5:  
 P. E. Band rehearsal 8:00 p. m.  
 P. E. Chorus rehearsal at 8:00 p. m.  
 Tuesday, May 6:  
 Southern Division Safety Committee meeting 2:00 p. m.  
 Wednesday, May 7:  
 Executive Committee meeting in Assembly Hall 2:00 p. m.  
 Thursday, May 8:  
 Western Division Safety Committee meeting 2:00 p. m.  
 Club Dance, Auditorium 8:30 p. m.  
 Friday, May 9:  
 Motion Picture Show in Auditorium at 7:45 p. m.  
 Saturday, May 10:  
 Agent's Association meeting in Assembly Hall at 8:00 p. m.  
 Monday, May 12:  
 P. E. Band rehearsal at 8:00 p. m.  
 P. E. Chorus rehearsal at 8:00 p. m.

#### Why "Portland" Cement

One hundred years ago an English bricklayer named Joseph Aspdin took out a patent for a material called "portland cement," naming it "portland" because when it hardened it resembled a gray stone found on the Isle of Portland off the coast of England. The modern cement industry has been developed from Aspdin's discovery.

## Faithful Service Wins

A RECORD for regularity of service long continued, was recently presented by Supervisor Alexander McKenzie of the Western Division. On the Soldier's Home shuttle run for six years and fifteen days Motorman McKenzie made 23 trips daily a total of 50,715 trips covering 185,220 miles without laying off a single day.



Alexander McKenzie

Why did he stop at the end of the fifteenth day of the seventh year?

Superintendent White called him in and promoted him to a position on the staff where he has been as faithful and efficient as he was on the old run.

### MEANING OF "SEPARATE" AND "COMMUNITY" PROPERTY

The legal term "separate property" means all property owned by either husband or wife before marriage, as well as that acquired after by gift, bequest or inheritance, together with such rents, issues and profits that may have accrued.

"Community property" is all property that is not covered by the previous paragraph, acquired after marriage, either by husband or wife or both is community property. However, when property is conveyed to a married woman by a written instrument the presumption is that the title is thereby vested in her as her separate property.

## EDUCATIONAL PLAN PROVES HELPFUL TO EMPLOYEES

Quite a number of applications were made to our Educational Advisory Bureau in charge of Mr. Earl Hill during the past month from employees seeking educational information and guidance. Twelve of the applicants were assigned to various studies in which they were interested, assignment being made to classes in local schools in the study of electricity in its various stages, acetylene welding, traffic management, Spanish and other subjects.

This early beginning indicates that the department is coming to the attention of ambitious employees who desire to broaden their knowledge, either in line with their present activity, or upon other subjects necessary for them to attain their educational ambition, and is considered a very hopeful sign for the success of the department. It is hoped that before another month shall have passed much greater use will be made of the opportunity offered by employees.

Mr. Hill is making every effort to place ambitious students in classes and with schools that will be the most economical in their interest, as well as give them every advantage necessary.

Recently while in San Bernardino in consultation with the County Superintendent of Schools, Mr. Hill was assured that every co-operation would be given and as rapidly as a class of ten persons could be formed any course desired would be established, whether it existed at that time or not, and that students could be received at any time for those courses already being taught. The same assurance was given by the Los Angeles city and county school authorities and where the necessity appears Mr. Hill will doubtless be able to arrange for students at some one of the universities for advanced scholars in special subjects. The University of So. Cal. has expressed a willingness also to install special courses of any character upon the request of ten students desiring a special course.

As stated in the last issue of the Magazine, Mr. Hill can be reached at the Club's headquarters on Hill Street at the hours noted below:

Monday — 4:00 to 6:00 p.m.  
 Wednesday—10:00 to 12:00 Noon  
 4:00 to 6:00 p.m.  
 Friday — 4:00 to 6:00 p.m.  
 7:00 to 9:00 p.m.  
 Saturday — 2:00 to 6:00 p.m.

"Miriam," he said, "I have seen the doctor. He tells me I must give up all smoking at once. It's imperative, he says; one lung is already nearly gone."

She flinched, a look of agony came over her pale young face.

"Oh, Honey, can't you hold out a bit longer until we've enough coupons for a new rug?"

### Dates of World Tragedies

The saxophone was invented in 1846.

Jazz started in 1915.

"Yes, We Have No Bananas," was written in 1923.—Cincinnati Enquirer.

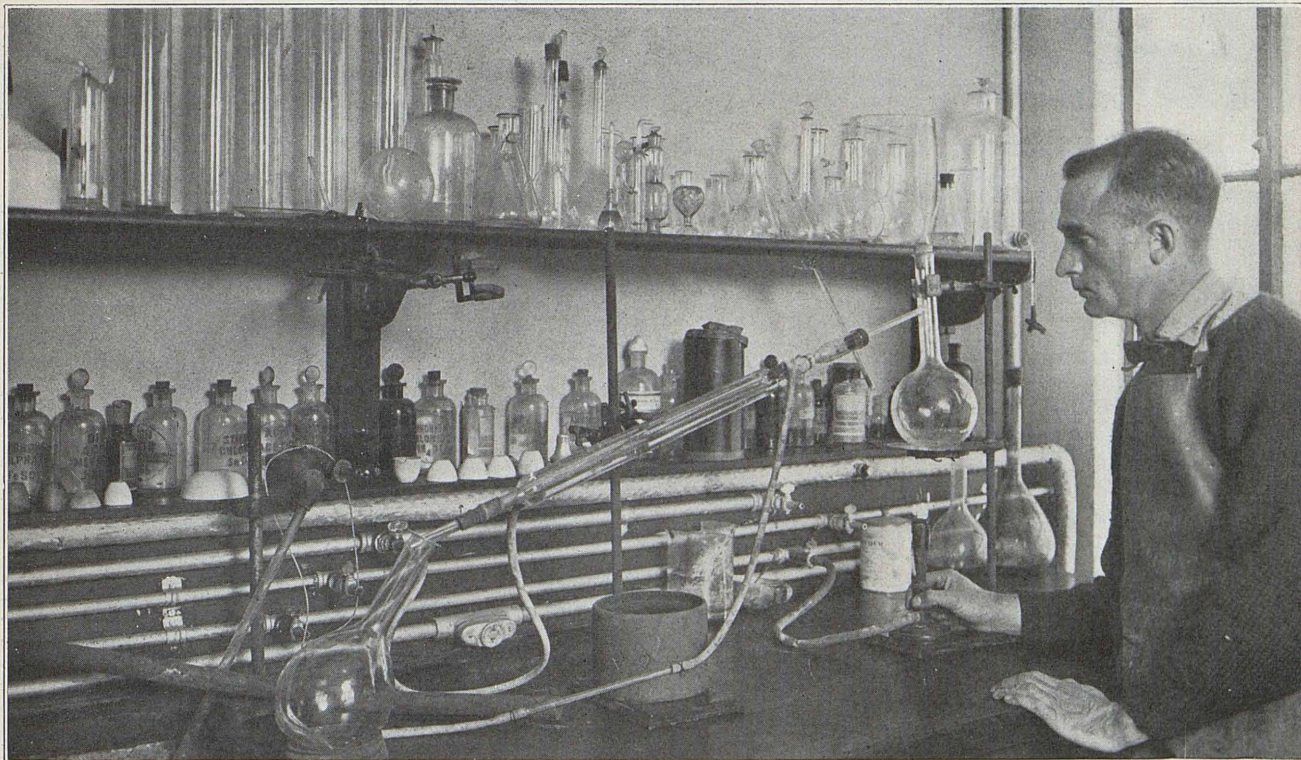
### PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUE AND EXPENSES, TAXES AND INCOME ACCOUNTS—FEBRUARY, 1924

Passenger Revenue .....	\$ 1,207,812.91
Freight and Switching Revenue .....	526,568.72
Other Revenues .....	61,739.87
<b>Total Railway Operating Income .....</b>	<b>\$ 1,796,121.50</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	\$850,300.61
Other Charges .....	362,645.35
Transportation for Investment Credit .....	<b>3,145.65</b>
	<b>\$ 1,209,800.31</b>
<b>Revenue less Operating Expenses .....</b>	<b>\$ 586,321.19</b>
Depreciation .....	\$ 37,844.38
Taxes assignable to Railway Operations .....	89,503.02
<b>Total Depreciation and Taxes .....</b>	<b>\$ 127,347.40</b>
<b>Revenue less Operating Expenses, Depreciation and Taxes .....</b>	<b>458,973.79</b>
<b>Non-Operating Income .....</b>	<b>12,670.80</b>
<b>Net Revenue .....</b>	<b>\$ 471,644.59</b>
Interest on Bonds and Other Debt .....	\$344,777.18
Rent and Miscellaneous Income Deductions .....	103,936.05
<b>Total Deductions .....</b>	<b>\$ 448,713.23</b>
<b>Net Income for month .....</b>	<b>\$ 22,931.36</b>
<b>Net Income for 2 months .....</b>	<b>\$ 49,402.39</b>
<b>Total Outstanding Deficit as of Feb. 29, 1924 .....</b>	<b>\$13,334,999.46</b>

Los Angeles, Cal., March 25, 1924.

L. A. LOVELL, Auditor.

## PRESERVING STANDARDS BY CHEMISTRY



A corner in the chemical laboratory at Torrance under supervision of F. A. Bent, Chemist.

**T**O THE layman the business of running an electric railway and the science of chemistry do not seem closely allied. However, chemistry, is an important link and its virtues are becoming more apparent and vital yearly to many industries. This is due to the fact that only by chemical analysis can the qualities of various materials be readily determined. This is notably true with reference to tool steels, iron, copper, zinc, oils, paints and a long list of other materials used in large quantities by electric railways, as well as many other industries.

The Pacific Electric Railway purchases nearly all of its material and supplies by specifications and, if possible, the required quality always includes certain chemical standards. It is the business of the laboratory to see that material is actually as represented and specified. The quality as determined by the laboratory analysis is the basis of justification for its acceptance or rejection. The mere knowledge of the fact that a company has a chemical laboratory acts automatically in keeping up a high quality, and rejections are not frequent, though sometimes necessary.

Perhaps the most important piece of work our laboratory does is upon lubrication. Lubrication is an important matter in a railroad company and determines the life and efficient use of many of its mechanical appurtenances. Improper lubrication would very rapidly ruin our rolling stock. The laboratory analyzes and examines all of the

lubricants used. It has and is doing a great deal of work on motor oils for buses. Greases of many kinds, all grades of automobile oils, electric car oils, and journal box oils are given a most rigid test for service and adaptability. Signal oil is also examined. There is room for research on this subject alone, and chemical control of the most exacting kind could effect a saving in gasoline, reclamation of used oil, and longevity of battery life.

Paint is perhaps next in degree of importance and all paints and paint materials used throughout the system are closely examined. Paint offers a temptation to its manufacturer and is easily adulterated, and such adulteration cannot be discovered immediately by its purchaser unless it is analyzed chemically. Fish oil, cheap pigments and inert material can easily be sold for pure linseed oil, white lead, etc. An analysis of paint, before it is applied, will, in many cases, save the expense of a re-paint bill in a short time.

Brass and bronze castings are analyzed and in cases where they are subjected to stresses or strains, it is important that the chemical specification be strictly adhered to. The presence of foreign material often weakens them and renders them a menace to the safety of our operators and the public.

The laboratory is continually receiving a variety of things for analysis. Sponges, coal, soap, disinfectants, insulating material, battery solutions, copper, varnishes, waste, etc., are among the things brought here for test or analysis. All of the small elec-

tric light globes used on the buses are colored red or green in the laboratory.

As the opportunity permits research work is carried on by the laboratory and its findings passed to the proper channels for guidance in cost cutting and chemical savings, an opportunity ever present with any industry whose operations are extensive and varied as those of our Company.

### PLAN MANY IMPROVEMENTS TO REDONDO PLUNGE

Extensive improvements and enlargement of the Redondo Beach bathhouse facilities, owned and operated by the Pacific Electric Railway, were announced last month by D. W. Pontius, Vice President and General Manager. Involving an expenditure of \$29,800, the work is to be begun immediately and will be completed well in advance of the summer season.

Among the improvements to be made are the installation of two additional filters, assuring a maximum circulation of fresh salt water. Two of the present water circulating engines are to be replaced, 200 additional lockers installed, more cement floor laid, life guard station erected, fire protection facilities installed and many other improvements designed to better existing facilities.

The Redondo plunge is the largest in area on the Pacific Coast and the largest hot salt water plunge in the world.



#### Before the Hegira

Wife: I can't find my last year's bathing suit.  
 Husband: Probably a moth ate it.

#### Without Training

"He never completed his education, did he?"  
 "No; he died a bachelor."

"The head that holds the idea that the owner is a raving beauty isn't troubled with any other ideas worth mentioning."—Exchange.

Mrs. Jones: "Yes, John, as I was saying, Mrs. Blank has no manners. Why, while I was talking to her this morning, she yawned eleven times."

Old Jones: "Perhaps, my dear, she wasn't yawning—she might have wanted to say something."—The Sidney Bulletin.

#### Perfectly Reproduced

Up at our boarding house there are two children, a boy and a girl. The boy is the living photograph of his father, and the girl is the very phonograph of her mother.—Ohio Sun Dial.

When a man loses confidence in himself, he makes the vote unanimous.—B-B Bulletin.

"More men fail through ignorance of their strength than through knowledge of their weakness."

#### No Chance

"Did my wife speak at the meeting yesterday?"

"I don't know your wife, but there was a tall, thin lady who rose and said she could not find words to express her feelings."

"That wasn't my wife"

Tell this to the Socialists: for every single worker in America today over \$5,000 of past savings has had to be invested in factories, machinery, railroads, etc., to provide places to work. Without profits there can be no savings to invest. To 'destroy capitalism' would destroy jobs. That's what happened in Russia.—The Night Watchman.

#### Care for Your Own

Before you are taken into partnership and given a chance to spend the funds of the firm, you must give evidence that you know how to care for your own. The worthless, the shiftless, the insincere, the always needy, never get ahead, and at the bank they are unknown. Even a small bank account makes an impress upon your character.—Elbert Hubbard.

#### Which Is It?

The following may assist tourists and residents in pronouncing correctly the name of Los Angeles: From henceforth they can take their ease—

"We're moving to Los An-je-lees."  
 The East is cold, we must confess—  
 "Let's go out to Los An-ge-less."  
 Fill up the tank in the old bus—  
 "We'll drive clear to Los Angelus."  
 Did you ever see a storm like this?  
 "Wish I was in Los An-ge-lis."  
 Good-by, home folks—and good-by boss—  
 "Just write me at Los An-ge-los."  
 And other folks, to save their face,  
 Sing praises of Loce Ahnghe-lais.  
 They're coming this way in a mass—  
 "We're all bound for Los An-ge-las."

#### Some Cow

Harry Hahan has bought a cow and is now supplying his neighbors with butter and fresh eggs—from an Illinois Small City Daily.

#### Accentuated

Harold—"That soprano had a large repertoire."

Maggie—"Ain't it the truth, now, and since you speak of it her dress only made it look worse."

#### There Are Salesmen Like Her

Rustus: "Ah wants a divorce. Dat woman jes' talk, talk, talk, night an' day. Ah cain't get no rest, an' dat talk am drivin' me crazy."

Young Lawyer: "What does she talk about?"

Rustus: "She don't say."—Life.

#### As It Sounded

Visitor (to small girl hugging a large Teddy bear, whose button eyes convey the impression of a pronounced squint)—Well, little girl, and what do you call your nice new bear?

Small Girl (gravely)—His name is "Gladly," same as the one in the hymn.

Visitor (mystified)—What on earth are you talking about, child? Which hymn?

Small Girl—You know. The one that says, "Gladly my cross-eyed bear."—From Tid-Bits, London.

The wife of a man who had enlisted in the navy handed the pastor of a church the following note: "Peter Bowers, having gone to sea, his wife desires the prayers of the congregation for his safety."

The minister glanced over it hurriedly and announced:

"P. Bowers, having gone to see his wife desires the prayers of the congregation for his safety."—Exchange.

#### Not as Hopeless as That

He—I could dance on like this forever.

She—Oh, I'm sure you don't mean it! You're bound to improve.

Mrs. Jones: Well, Sarah, where have you been for the last two days? Have you been sick?

Sarah: Ah guess ah has. The doctor he calls it an attack of acute in<sup>d</sup> discretion.—Judge

#### For Her to Say

Nervous Woman (to persistent beggar): If I give you a piece of pudding you'll never return, will you?

Beggar: Well, lady, you know your pudding better than I do.—Chicago Tribune.

#### Some Scholar!

Harold: "Oh, mother, I got one hundred in school today in two subjects!"

Fond parent (kissing him): "Well, well, in what subjects?"

Harold: "Fifty in reading and fifty in arithmetic."—Exchange.

#### Not Engaged Now

He phoned his fiancee, on her birthday, that he was sending her a rose for every year. To the florist he gave the order for two dozen.

"He's a good customer," thought the florist, "and I'll send along an extra dozen."

That's how the engagement was wrecked.—Exchange.

#### An Error by the Stork

"Mom," said little Bobby, bursting into the house all out of breath, "there's going to be the dickens to pay at the grocer's. His wife just got a baby girl, and he's had a 'Boy Wanted' sign in the window for a week."—Selected.

#### Chameleons

"Two months ago he was the loveliest thing on earth, and now I hate the very sight of him!"

"Yes. Aren't men changeable?"—London Mail.

#### Pertinent

Mother: "Don't ask so many questions, Katie. Don't you know that curiosity once killed a cat?"

Katie: "What did the cat want to know, mother?"—Chicago Post.

"Dad," said the young hopeful, "if the earth is round what keeps us from falling off when we are upside down?"

"Why, the law of gravity, of course."

"But how did the folks stay on before that law was passed?"

#### Modern Dentistry

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

"I think you have struck by back collar button," moaned the victim."—Bison.

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PURE IN CUT AND COLOR

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While Paying the Balance

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J. R. Dougher, Hill Street, Ocean Park and Torrance

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

Los Angeles  
Hollywood  
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Eagle Rock  
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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 14, 1923.

ASSETS

Loans and Discounts .....	\$29,472,412.64	
United States Bonds to Secure Circulation.....	1,500,000.00	
United States Bonds and Certificates of Indebtedness .....	3,985,454.06	
Other Bonds, Stocks and Securities.....	1,205,853.58	
Bank Premises .....	490,932.33	
Customers' Liability on Letters of Credit.....	348,948.99	
Customers' Liability on Account of Acceptances...	43,221.56	
Redemption Fund with U. S. Treasurer.....	75,000.00	
Interest Earned, uncollected .....	125,275.67	
Cash on Hand .....	\$2,456,810.61	
Due from Federal Reserve Bank of S. F.	3,002,350.59	
Due from Banks .....	5,149,292.03	10,608,453.23
		<u>\$47,855,552.06</u>

LIABILITIES

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	782,781.44	\$4,282,781.44
Reserved for Taxes .....	3,809.03	
Reserved for Interest .....	62,938.41	
Unearned Discount .....	45,462.04	
Securities Borrowed .....	1,000,000.00	
Letters of Credit .....	385,709.86	
Acceptances Based on Imports .....	43,221.56	
National Bank Notes Outstanding .....	1,500,000.00	
DEPOSITS .....	40,531,629.72	
		<u>\$47,855,552.06</u>

I, J. A. Graves, President of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief. (Signed) J. A. GRAVES, President.  
Correct, Attest: H. M. Wheeler, Louis S Nordlinger, C. A. Ducommun.

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

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Vice-President  
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Vice-President  
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WM. LACY  
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J. M. HUTCHISON  
Asst. Cashier  
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Asst. Cashier  
G. H. NAEGELE  
Asst. Cashier

E. L. POWELL  
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