

DAVID GILLESPIE



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 9

LOS ANGELES, CAL., AUGUST 10, 1924

No. 3



View from Inspiration Point, Mt. Lowe.

Keep Fishin'

CY SAUNDERS was the durndest cuss,
For catchin' fish he sure was great.
He never used to make no fuss
About the kind of pole or bait,
Or weather, neither; he'd just say,
"I'm goin' to catch a mess today."
And toward the creek you'd see him slide
A-whistlin' soft and walkin' wide.
I said one day to Cy, says I,
"How do you always land 'em, Cy?"
He gave his bait another cast in,
An', laughin', says, "I just keep fishin'."

He started readin' law at night,
An', pretty soon the first we knowed,
He had a lawsuit, won his fight,
An' was a lawyer, I'll be blowed!
He knew more law than Squire McKnab!
An' tho' he had no "gift of gab"
To brag about, somehow he made
A sober sort of talk that played
The mischief with the other side.
One day when someone asked if he'd
Explain how he got in condishin',
He laughed and said, "I just keep fishin'."

Well, Cy is Gov'nor Saunders now,
A big man 'round the State, you bet!
To me the same old Cy somehow,
The same old champeen fisher yet.
It wa'n't so much the bait or pole,
It wa'n't so much the fishin' hole,
That won for Cy his big success;
'Twas just his fishin' on, I guess.
A cheerful, steady, hopeful kind
Of keepin' at it—don't you mind?
An' that is why I can't help wishin'
That more of us would just keep fishin'!

Carlisle Fahlsworth Straub, in "Field and Stream"

All in Readiness as Picnic Day Approaches

Committee Completes Final Arrangements Looking to Making Event The Most Successful One Ever Staged by Company

IF THIS year's Annual Picnic and Re-union, scheduled for Saturday, August 16th at Redondo Beach, is not the most successful and joyous event ever staged in the Company's history it will be due to some cause beyond human power to foresee and provide for. The Arrangement Committee, with W. A. McCammond as President, has worked diligently and has held weekly meetings each Wednesday night for the past five weeks; no reasonable request for financial support has been denied it by the Company; there will be more entertainment features; and while never lacking in the past, this year there will be more prizes, larger quantities of various items, such as ice cream, coffee, souvenirs, rides for the kiddies and other provisions too numerous to detail.

Profiting by the experience, gained in former years, the Arrangements Committee has threshed out every detail looking to the unconfined pleasure of all who attend this year's outing. The program has been broadened and new events scheduled with the view in mind of providing a sufficient volume of entertainment to suit the fancy of all. More than \$300 will be awarded in cash prizes for the various competitive events, in addition to which winners will also receive, in some events, cups and other valuable awards.

Space will not permit of a detailed account of all the features on the program, but the following are some of the outstanding events arranged for the day:

Picnic Features

As is the usual custom athletic events will be staged on El Paseo, and a perusal of this feature of the program will show the addition of several new and amusing contests, among which are the Honeymoon Race, P. E. Band members race, Potato Race and others. The Tug-of-wars, boxing, and wrestling features, which have proved so popular in the past, will again be presented.

Free dancing for employees will be at our pleasure afternoon and evening, music for which will be furnished by the new and popular pavilion jazz orchestra. Carnival hats and balloons will be distributed by the thousands. In addition to the cash prizes for the Grand Waltz, Vice President & General Manager Pontius has donated and will personally present two beautiful loving cups to the winning couple of this popular annual event. The cups will be suitably engraved.

A vaudeville show, afternoon and evening, with excellent talent, will be staged in the Music Plaza. A program of excellent music will also be rendered by both the P. E. Band and Chorus.

A baseball game between the Accounting Dept. and the P. E. Club will

Some Picnic Details to Keep in Mind

ARRANGE to get your transportation early.

Identification badges will be supplied at Information Booth, located on El Paseo, directly opposite entrance to Municipal Pier. These badges entitle yourself and family to free concessions, which include, dancing, bathing, coffee and orangeade and all the arrangements made for your pleasure. Children with badges will receive free ice cream, souvenirs, bath tickets, merry-go-round rides and right to compete in contests, etc.

Kindergarten and Nursery will be located on the south-east balcony of the dancing pavilion. Hospital, with Dr. Weber and a corps of Nurses, will also be located on the balcony of the Pavilion.

Extra cars will be added to all regular Redondo Beach trains and special trains from 6th and Main Street Station will leave at 9:50, 10:30 and 11:30 a.m. and 12:30 p.m.

Special trains also have been arranged as follows: Vermont & Hollywood Blvd. at 8:40 a.m.; Gardner Jct., 8:55 a.m.; Sherman, 9:05 a.m.; Sawtelle, 9:15 a.m.; Santa Monica, (Utah Ave. Station) at 9:25 a.m.

Another special leaves Riverside at 7:15 a.m. and San Bernardino at 7:45 a.m. and employees in the Torrance district will be furnished special train leaving that point at 9:45 a.m.

Returning, the last train for Los Angeles via Gardena leaves Redondo Beach at 11:40 p.m. and via Playa Del Rey at 10:45 p.m. Time table in program shows train out of Redondo Beach which connects with last train to various points on the system.

be staged at the Redondo High School grounds commencing at 9:30 a.m.

Lovers of trap shooting and fishing will also have their inning, the P. E. Rod & Gun Club having arranged to hold a shoot on the Municipal Pier in competition with the Redondo Beach Police Department, after which trap shooting may be indulged in by employees so desiring, the winning marksmen to be awarded with worthwhile prizes. A launch has been chartered and the best or most fortunate fisherman will also receive suitable awards.

The kiddies, without whom these annual gatherings would be sadly lacking, will find that their pleasure has been amply provided for.

Upon being identified by parent, guardian, P. E. transportation, or Club Card, they will be entitled to free ice cream, merry-go-round rides, bathing, souvenirs, orangeade and coffee and to compete in the various athletic contests. Their safety, pleasure and comfort has received intensive consideration by the Committee and is in the hands of experienced and thoughtful attendants.

Special Car Service

Ample car service from all parts of the system has been arranged and transportation issued will not be charged to regular allotment. Please remember that thousands of passes must be issued and if you have not already done so, it will be well to make immediate application.

The one unfortunate feature in connection with these annual outings is that they cannot be participated in by every member of the Pacific Electric family, but being a public servant the public's convenience and necessity must be served. Heads of departments have a standing order to relieve from duty every possible employee who can be spared, but the nature of the work of a few departments is such that very few, if any, can be released. The usual provision is made, however, for such employees and their families to enjoy a day's outing at Redondo Beach at any time within six weeks after the annual event, on which occasion transportation, bath house and dance pavilion privilege will be extended free.

The General Officers of the Company will be presented to the employees by D. W. Pontius, Vice President & General Manager, on the tug-of-war platform, immediately preceding the final tug-of-war contest.

We might go on at great length and enumerate various and sundry other events and means taken by the Committee to assure all a pleasant and long-remembered outing. But the program which follows must suffice and in it will be found almost anything which contributes to amusement and pleasure on such occasions. If the day proves a happy and pleasant one the Committee, who have worked enthusiastically and diligently, and the Company, who has opened the purse strings unbegrudgingly, will both feel amply repaid for their share in making the outing possible.

ATHLETIC EVENTS

Event No. 1—Preliminary Tug-of-War Contest. 3-minute pull or fifteen inches. Five men and Captain to each team. (See Event No. 22.)

No. 2—50-yard race for boys over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

No. 3—75-yard race for boys over 12 and under 16 years. First prize, \$2; 2nd \$1; 3rd, 75c cash.

No. 4—Novelty dressing race for boys, limited to six. First prize, \$1; 2nd, 75c 3rd, 50c cash.

No. 5—50-yard race for girls over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

No. 6—75-yard race for girls over 12 and under 16 years. First prize, \$2; 2nd \$1; 3rd, 75c.

No. 7—75-yard race for ladies over 16 years. First prize, \$5; 2nd, \$3; 3rd, \$2.

No. 8—50-yard Honeymoon race in teams of one man and one lady over 20 years—must carry suit cases, open same at end of 50 yards, put on clothes in same and return to base. Limited to four couples. First prize, \$5; 2nd, \$2.50.

No. 9—400-yard relay race, each man to run 100 yards. Perpetual cup for winning team. First prize, \$20; 2nd prize, \$10.

No. 10—Three-legged race for men over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

No. 11—Sack race for men over 20 years, 75 yards. First prize \$5; 2nd prize, \$3.

No. 12—Sack race for boys under 20 years, 75 yards. First prize, \$2.50; 2nd prize, \$1.50.

No. 13—25-yard potato race for ladies over 16 years. First prize, \$2.50; 2nd prize, \$1; 3rd prize, 50c.

No. 14—25-yard potato race for boys

under 20 years. First prize, \$1.50; 2nd prize, 75c, 3rd prize, 50c.

No. 15—120-yard hurdle race. Four hurdles, 3 feet high every thirty yards. First prize \$5; 2nd prize, \$3.

No. 16—Free-for-all race for men, 100 yards. First prize, \$10; 2nd prize, \$5.

No. 17—50-yard race for members of Pacific Electric Band, each member to carry his own instrument. First prize, \$5; 2nd prize, \$2.50; 3rd prize, \$1.50.

No. 18—Novelty egg and spoon race for ladies over 16 years. First prize, \$3; 2nd prize, \$2; 3rd prize, \$1.

No. 19—Balloon-blowing contest for boys under 12 years. First prize, \$1; 2nd prize, 50c; 3rd prize, 25c.

No. 20—Balloon-blowing contest for girls under 12 years. First prize, \$1; 2nd prize, 50c; 3rd prize, 25c.

No. 21—Employee with largest family in attendance. First prize, \$10; 2nd prize, \$5.

Winner of this event, together with his wife and family will be presented to the audience on Tug-of-War Platform immediately after the prize award.

No. 22—Final event, tug-of-war contest, final pull, three minutes or 15 inches. Five men and Captain to each team. Perpetual cup and first and second cash prizes.

The following is a list of the different Committees and their Chairmen. They, together with committeemen, are at your service and should be consulted on any matter relating to the individual matters in which you are concerned: President.....W. A. McCammond Sec. and Treas.....Willis M. Brooks Arrangements.....Lou Somers

PRESIDENT SHOUP MAY BE PRESENT AT PICNIC

A letter from President Paul Shoup, in reply to one from W. A. McCammond, President of the Picnic Committee inviting our ranking official to attend this year's outing, stated that he could not say definitely whether his presence at Redondo Beach on August 16th could be arranged. Mr. Shoup extended his best wishes for a successful outing of the P. E. family and expressed his appreciation of the invitation sent him.

On the occasion of several previous picnics Mr. Shoup made special efforts to be present and participated actively in the festivities of the day. If his affairs can be so arranged it is more than likely that we will have the pleasure of having him with us.

Transportation.....Chas. P. Hill
Information.....Howard P. Bennett
Refreshments....."Jim" Clark
Bath House.....C. S. Schwartz
Dance.....Henry C. Froude
Dance Tickets.....F. A. Shultz
Athletics.....L. A. Covell
Judges for Athletic Events J. L. Smale
Custodian of Prizes.....O. D. Harris
Baseball.....E. V. Pierce
Tug-of-War.....S. R. Florence
Wrestling.....J. J. Huemerich
Boxing.....L. A. Crooks
P. E. Rod & Gun Club..B. F. Manley
Children's Entertainment J. E. Dorsey
Children's Nursery....Mary Blackburn
Merry-go-round.....G. T. Roberts
Music.....J. T. Watson
P. E. Choral Society..H. Womersley
Vaudeville and Stunts...Earle McCall
Hospital.....Dr. W. L. Weber
Police and Order.....H. J. Delmar
Publicity.....Paul T. Porter
Official Recording Sec. of Events
.....W. J. Scott
Official Announcer.....Dan Tobey

VETERAN "POP" SPENCER IS VICTIM OF SAD ACCIDENT

A score of friends were deeply grieved to learn of the sad accident which befell M. T. Spencer, Foreman in charge of Air Brake Inspection at the Sherman Shops on Saturday, June 19th.

While making an inspection of one of the 600 class cars another car was pulled in through yard and ran into an open switch, colliding with car on which Mr. Spencer was working and crushed his left foot before he could escape. He was rushed to the Pacific Hospital where it was found necessary to amputate his leg half way between ankle and knee.

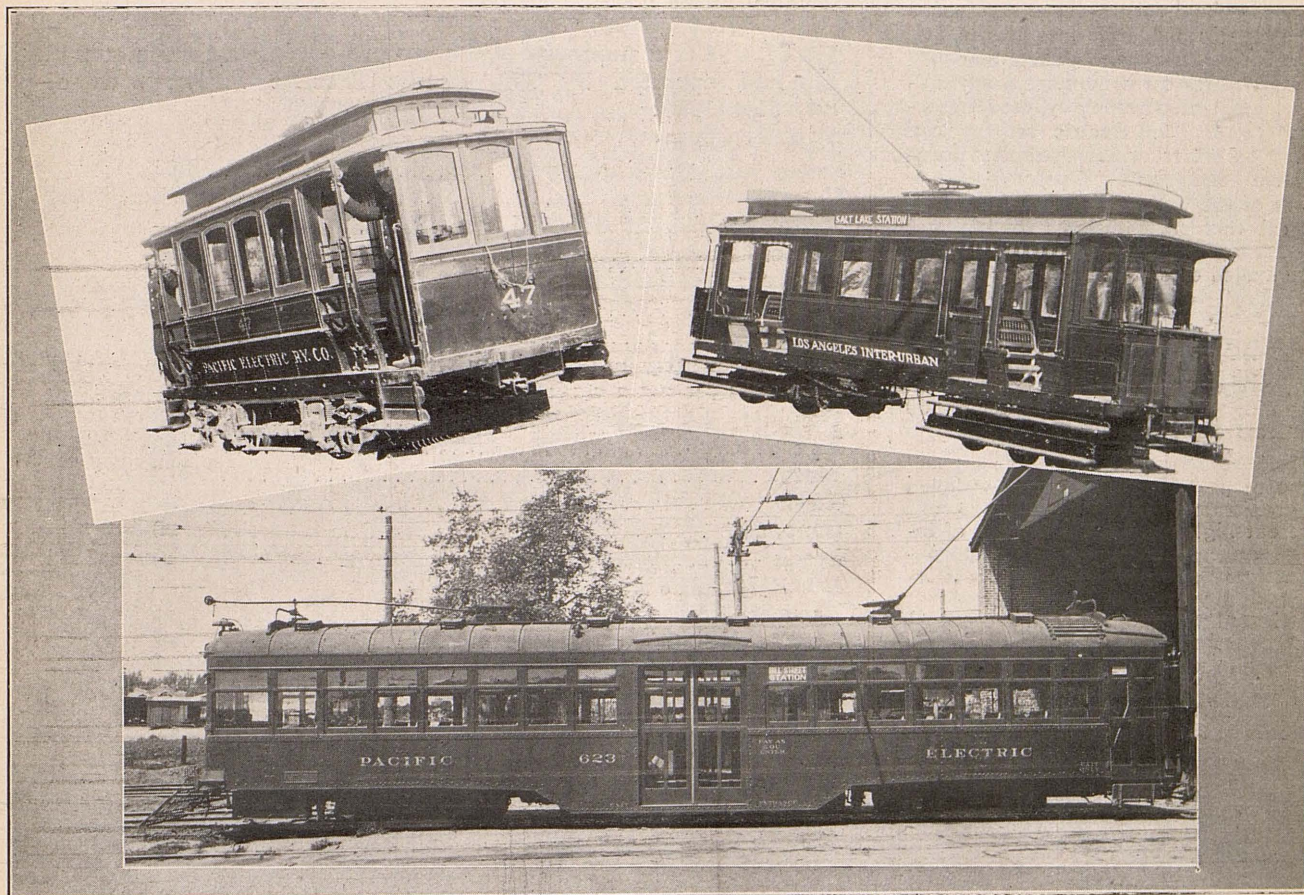
A veteran of twenty years of service in the ranks, "Pop" as he is affectionately known by his comrades, has made an enviable record of worthiness and fidelity. He has been one of the leading factors in the building of the P. E. Club and Camp and has contributed much in the way of improving the Club having been an active Executive Committeeman since the Club's organization. His host of sincere friends extend their deepest sympathy.

Late reports at the Pacific Hospital indicated that "Pop" is doing nicely and bearing up bravely.



The prize winning couple of the Grand Waltz to be staged in the dance pavilion Picnic Day will receive a beautiful loving cup, personally donated and presented by Vice President & General Manager Pontius. The cups will be suitably engraved.

DEVELOPMENT OF EQUIPMENT ON P. E. LINES



Compared with our present 600 class all-steel local equipment, shown below, the antiques above, used on various local lines throughout the system in the early days, met travel requirement quite satisfactorily. The car on right, secured from the Hook Bros. lines, operated from the Salt Lake Station to the south-west section of the city, via Third, Hill, Burlington and West Adams Street.

By E. A. STEVENS, Special Engineer

OFTENTIMES being closely in contact and daily engaged in the conduct of a particular business we fail to note the changes that are occurring from year to year and, until it is brought to our attention, we are not fully aware of the progress made or changes brought about in our surroundings.

This is particularly true in the matter of equipment used on our system due to the successive changes that have been made in the types used in the management's never ceasing efforts to keep abreast of the times.

It will be well to bear in mind that in what now constitutes the Pacific Electric Railway are amalgamated many lines built under other managements and along with the progress made in both equipment and other accessories to its operation has come great effort to affect equipment standardization out of some thirty different types.

The pictures which form an essential part of this story, and the story must be brief, quite vividly portray the excessive changes brought about in the

type of cars on which we carry our patrons. Incidentally, this pageant of progress typified by cars, is similarly true in other branches of the service, such as a power transformer and transmission branch, overhead and way construction, buildings, et cetera.

Single Truck Days

As we all know, in the early day of the industry light weight single truck cars, with hand control were the first type introduced. Double truck cars soon were introduced and marked the greatest early advancement in improved car design. The first suburban and interurban equipment, while being of somewhat heavier construction and of double truck design were hand controlled, automatic control not being perfected until 1906.

The rapid growth of the city and its environs soon brought about the necessity for still heavier and faster equipment and in 1905 the 300 class cars, shown herein, were purchased and placed in service on the Long Beach and Pasadena Line. In about 1908, the remote control, better known as the

multiple unit system of control, was introduced into electric railway fields and as usual our Company was one of the first to adopt this unquestionably safer and improved type of equipment. The obsolete hand control was removed from all of our interurban cars and multiple unit applied. One of the outstanding features of this improved type of control was that it permitted the operation of from three to five cars in a single train, thus more closely approximating steam line service.

In 1914 there began a tendency among electric railways to abandon further purchase of wooden interurban equipment and again our Company proved its progressiveness by adopting all-steel cars for this class of service. Illustrations of several types of our present all-steel equipment is shown and in design, safety devices and comfort it can be said that the equipment operated by the Pacific Electric Railway is not only equal to, but far in advance of that operated by many other electric railway systems in this country. Our 600, 1100 and 1200 class of all steel equipment particularly are abreast if not ahead of the times and

their many fine and modern features have been most favorably commented upon by railway authorities.

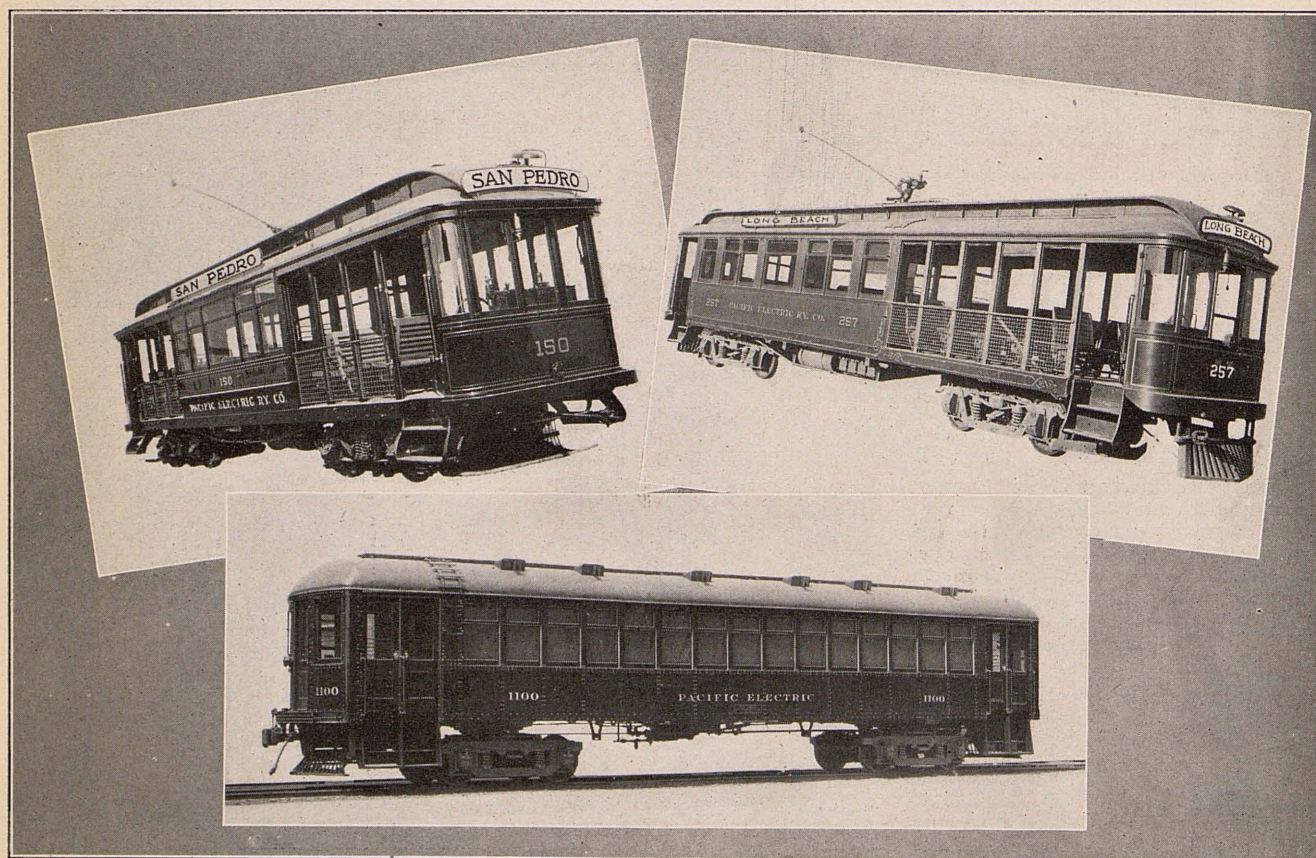
The same steady improvement can be observed by comparing the march of progress made in freight car and locomotive equipment. The major part of our freight car equipment is now all-steel and embodies every modern improvement. No electric railway can point to better or more efficient locomotive equipment. Our first units were of the flat car type with a wooden cab thereon, with hand control, and were capable of handling only four or five loaded cars at a time. Our present standard locomotives are of all-steel construction, with a total of 1,000 horsepower, have the latest improved type of multiple unit control and air brake equipment and are capable of handling successfully from 25 to 30 loaded freight cars of 40-ton capacity.

It is a long spell from our earliest type of passenger car, which weighed approximately 12,000 pounds, to our present high speed all-steel type of interurban equipment, weighing approximately 108,000 pounds. In all the intervening years our Company has investigated and adopted each succeeding improvement of merit and we may feel justly proud of the progress achieved in development of the safety, speed, and comfort features employed on Pacific Electric equipment.

Summary of Passenger and Freight Equipment Used on Pacific Electric System

BELOW is a summary of the various equipment units owned and operated by The Pacific Electric Railway, as of July 31st, 1924:

PASSENGER:		
Local and interurban type.....	914	
Combination cars.....	15	929
MISC. SERVICE AND M. OF WAY:		
Express Service.....	27	
Tower, Portable Substations and Bonding.....	25	
Wreckers.....	4	
Crane.....	5	
Misc. Maintenance of Way Service cars.....	66	127
FREIGHT:		
Gondolas and dump.....	1348	
Box.....	1118	
Flats.....	613	
Tank.....	22	
Cabooses.....	20	
Stock.....	10	3131
LOCOMOTIVE:		
Freight locomotives.....	55	
Service locomotives.....	11	66
GRAND TOTAL		4253



Old and new type of interurban equipment. The Long Beach car shown was the first type operated to that city and similar cars were among the first operated to Pasadena via Short Line. Many of these 200 class cars have been re-built and are now our 800 class. The latest interurban all-steel development shown below, will be in service within a few days, fifty of this type being recently delivered.

DOINGS OF P. E. MASONS

Space prevented the run of P. E. Masonic activities to appear in the July issue but because of the big annual reunion on June 28th, a mention is made herein. The hall was crowded and a splendid program arranged by a Committee composed of Messrs: Thomas, Franz, Black, Poschman, McDonald, Patterson and Brooks.

Dr. Woellner, the principal speaker, possesses a style of humor and personality that wins his hearers, and everyone was eager to grasp his message on "Education" which he presented in such an able manner.

The regular monthly meeting was held on July 8th at which time a great many of the members were present. Judge Ira M. Thompson was made an honorary member.

The Third Degree has been conferred upon the following Pacific Electric employees by the P. E. Masonic Club Degree Team since our last notice:

Asst. Mgr., L. A. Motorbus Co., Fred C. Patton, June 26th, Henry S. Orme Lodge.

Bert M. Geissinger, Mechanical Dept., July 17th, South Pasadena Lodge No. 367.

C. G. Smith, Transportation Dept., July 29th; South Park Lodge No. 563.

Wm. Doak, Mechanical Dept., July 31st, Bevedere Lodge No. 539.

The next regular meeting will be held on Tuesday, August 12th.

PACIFIC ELECTRIC CHORUS REHEARSE FOR PICNIC

There has been an unusually large attendance at the Pacific Electric Choral Society rehearsals, especially in view of the fact that this is vacation time. On last Monday night thirty-five were present and picnic selections were rehearsed.

A special card asking members to join the chorus has been printed, reading as follows: "Do you know that the Pacific Electric Choral Society, which meets at the Pacific Electric Club every Monday night is open to all employees, their wives and adult children?"

"Special instruction in the rudiments of music, sight singing, enunciation, ear training, interpretation, voice culture and breathing, is given by one of the best teachers on the Pacific coast and is free of all expense to those who choose to attend and avail themselves of this opportunity.

"No individual tests are made, no try-outs, no embarrassment of any kind; the only requirements being your presence and a desire to learn. The class begins promptly at 7:30 and continues to 8:15; from 8:15 to 9:45 there are instructions and drills in chorus work.

"If you are in any way connected with the P. E. Ry. you are invited and will be welcomed by a bunch of the finest folks you ever got acquainted with."

These cards are being distributed by chorus members as a means of increasing the membership.

Work, Success Secret of Successful Men

WITHOUT work no amount of talent, no amount of influence, will carry a man very far in this world. I am amazed at the point of view of some modern young men. They look at the successful men of the day as if they supposed success to be an easy matter—giving rich gifts and requiring little in return. I wonder what they would think if they could see the average day's program of one of the men they envy. Theodore Roosevelt left a correspondence that of itself involved more work than the average man does in his active life. Yet it represented only a small part of his activities.

The higher men climb, the longer their working day. And any young man with a streak of idleness in him might better make up his mind at the beginning that mediocrity is to be his lot. Without immense, sustained effort he will not climb high. And even though fortune or chance were to lift him high he would not stay there. For to keep at the top is harder, almost, than to get there. There are no office hours for leaders.—Selected.

METHOD OF PLANTING TROUT

The planting of trout in lakes and streams of California, a practice of the State to counteract the inroads made by fishermen each year during the trout season, is begun in July of each year and every season millions of this game little fish are carefully reared and set at liberty.

A newspaper account of recent planting in Yosemite Valley streams carried the following interesting information in connection with stocking of trout:

"From the time the shipment leaves the hatchery, where the young fish have been swimming about in a constant flow of fresh water, until the trout are planted the water in the cans must be changed every four or five hours or the fish will die. Shortly before the actual planting begins, water from the lake or stream in which the trout are to be planted must be put into the cans so that the young fish can get acclimated to their future habitat. A sudden change of water would kill them. As it is, only a few fish out of every can are lost in the planting process.

"The young fish grow about two inches every year, so that it is two or three years before the fish planted now reach the legal size limit and can be caught. The trout measure from one-half to one inch in length when planted, and are only a few months old."

The man who delivers the goods usually collects.

MOTOR COACH MUSINGS By J. A. Birmingham

The matter of keeping tires properly inflated is very important and considerable damage has resulted through motor coaches being operated without sufficient air pressure. Careful attention will reduce unnecessary replacements to a minimum.

When it becomes necessary on account of paving construction or other obstruction to deviate from regular route, operators should notify dispatcher as quickly as possible. The streets over which detours is being made should be reported in order that correct mileage may be charged against coaches operating on that line. Change in regular route should not be made, however, except in case of emergency, without permission from proper authority.

Some operators are becoming lax in showing on receipts for gasoline the information desired by Auditor. All information requested on these forms should be filled in carefully.

On interurban coach lines where fares of various denominations are collected, when issuing P.C.R. cash receipts, operators should endeavor to hand these receipts to passengers, which in some cases is not being done.

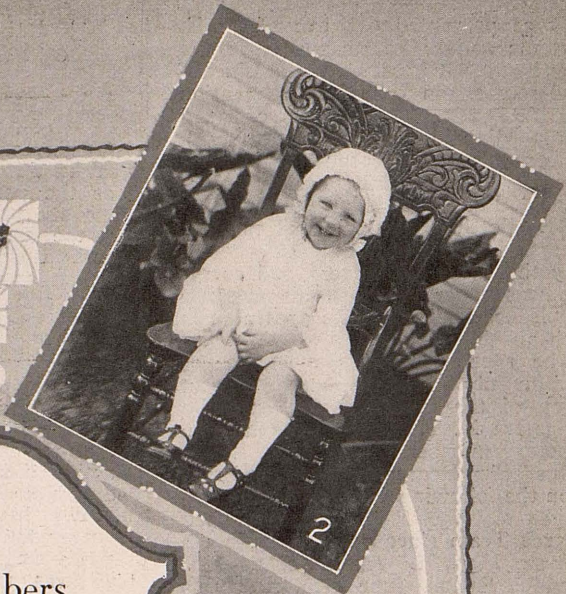
The fact that 35 miles per hour is permitted on certain roads or boulevards does not necessarily mean that it applies to all sections of such roads and Operators must adhere to all speed restrictions while passing through municipalities. Obeying the law and driving carefully will eliminate possibility of criticism and will set a good example to others.

Do not attempt to pass another machine going in the same direction unless certain that you have sufficient clearance ahead. Also respect the rights of others by refraining from cutting in too quickly after passing. You have your schedule to make, it is true, but are not expected to take undue liberties or chances.

Taxes A Big Problem

"Taxes probably constitute the biggest single problem today in the industry for both city and interurban lines. Today the average tax rate of electric railways throughout the country is more than 7 per cent. It is as high as 10 per cent in some cities.

"The paving tax, a relic of horse car days, is one that the Federal Commission urged abolished, and it has been taken off many companies. When horses wore out pavements by walking between and outside rails, it became the practice to compel street railways to have streets between their rails and two feet outside. Horses passed on, but the tax remains. The part of the paving which the horses formerly used and for which many companies still pay, is now used most frequently by automobiles. The cost of the paving still falls on car riders, where it does not belong.



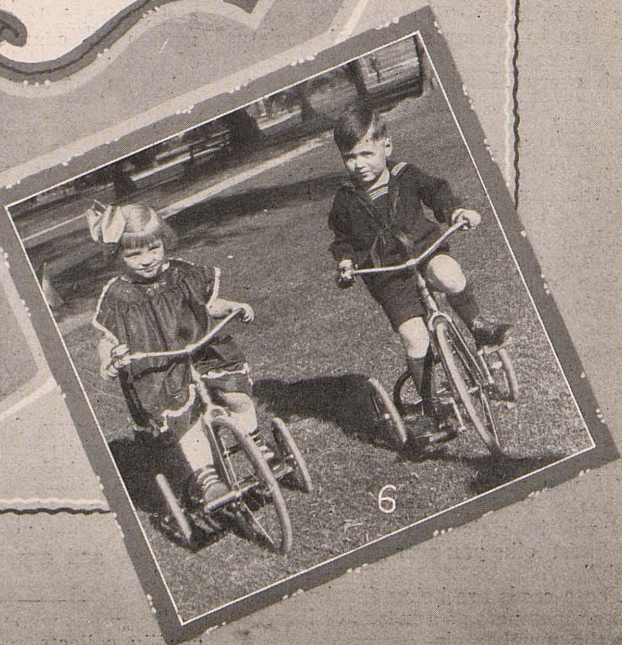
Junior Members
of the
P. E. Family



- 1.—Roger B., 14 mo. son of Wm. Thompson, Motorman, Western Division.
- 2.—Violet Marie, 17 mo. daughter of Oscar Gough, Conductor, Northern Division.
- 3.—George D., 16 mo. son of Fred G. Campbell, Clerk, Mechanical Department.
- 4.—Marylyne, 1 year daughter of A. L. Bass, Motorman, Western Division.
- 5.—Bobbie Lee and Jean Onley, 2½ yrs. and 3 mos. respectively, son and daughter of Motorman W. E. Miller, Northern Division.
- 6.—Leila Frances and Leland Clyde, 4 year daughter and son E. C. Westphal, Motorman, Northern Division.



More pictures desired; they will appear in order of receipt, carefully preserved and returned.



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 July 2, 1924, at 2:00 P.M. The following members were absent: R. L. Brainard, A. E. Noirborn, B. L. Brown, H. Cairns, Leo Burster, C. D. Hunt, G. W. Potter, H. C. Bidwell, G. W. Orr, J. Richards, G. F. Bonney, Roy Mankins, A. Keane, Frank Patterson, L. J. Bush, L. A. Lovell, S. H. Anderson, and C. H. Burnett.

Club Fund

Balance, 6-1-24\$ 364.82
Receipts 1,184.50

Total\$1,549.32
Disbursements 1,365.32

Balance, 6-30-24\$ 184.00

Relief Fund

Balance 6-1-24\$ 532.29
Receipts 394.69

Total\$ 926.98
Disbursements 520.00

Balance, 6-30-24\$ 406.98

Unfinished Business

A handsome bouquet, the gift of Mr. Delmar, Committeeman on the Western Division, was prominently displayed during the meeting of the Executive Committee.

Mr. Vickrey stated that the matter of the Club Room for the Trainmen at Glendale, has been carefully gone into by Mr. Annable and will be attended to as soon as financial arrangements can be made.

The requisition for the repair of the table in the Club Room at Sherman, has been sent in, and will be promptly repaired.

Each employee is requested to note that the last amount paid to the beneficiary of the Mortuary Fund, was one thousand and twenty-three dollars and fifty cents. This is the largest amount in the history of the fund, and should be very important to the men who have worked for its large enrollment as well as those who are so fortunate as to be numbered among its members.

The Metropolitan Life Insurance Company is to be congratulated in the prompt payment which it has been able to settle all claims of Pacific Electric employees who have died since the group plan became effective.

Mr. Huppert stated that the flagpole which was requested at a former meeting of the Executive Committee, has been properly set up and that the boys at Torrance are much pleased with it.

New Business

Mr. Allen, in the name of the employees on the Rip Track at Torrance, stated that they were pleased with the

receipt of a package of P. E. Magazines which were delivered to their department last month. This was done by special arrangements made by C. P. Hill.

Mr. McCammond stated that during the summer months, on each Thursday afternoon, the women and children who visit Redondo Beach will be entitled to free dancing and souvenirs. This is an advantage over any other beach resort.

Mr. Vickrey stated that the Pacific Electric Vacation Camp is now better equipped than ever to accommodate employees who are permitted to take their vacation during the remaining months that it will be open. It is expected that the Camp will be filled to capacity during the months of July and August. The month of June far outran any other year and it is hoped that the month of September which is one of the most beautiful months in the mountains, will be popular with those who are on their vacations that month. Mr. Huppert spoke very enthusiastically of his week's vacation in Camp and its many advantages.

The subject of the Pacific Electric Employee's Annual Picnic was again discussed and the Executive Committee elected Mr. McCammond, of the Real Estate, Tax and Resort Department to the Presidency of the Picnic Committee and Mr. Willis M. Brooks, of the Mechanical Department as Secretary and Treasurer.

Mr. McCammond made a pleasing talk in accepting the honor and promised to exert every effort to make

Club Movie Program

Friday, Aug. 15:

Main feature, Rod la Roque and Jacqueline Logan in "Code of the Sea."
Cameo Comedies, "Fold Up" and "Over the Fence."

Friday, Aug. 22:

Gloria Swanson in "Manhandled."
Hamilton comedy, "Lonesome."

Friday, Aug. 29:

Main feature, "Changing Husbands," with Leatrice Joy.
Secrets of Life, "The Ant," and Hodge Podge, "Speedville."

Friday, Sept. 5:

Bebe Daniels and Richard Dix in "Unguarded Women."
One hour will be used in an illustrated story of a watch.

Friday, Sept. 12:

Main feature, "The Side Show of Life," with Ernest Torrence.
Cameo comedy, "Hands Up."

this next picnic a huge success. As Mr. McCammond is noted for his ability to organize and entertain, this year's outing is in good hands.

Mr. Brooks also thanked the Executive Committee for the honor they gave him and promised to work diligently for the best interests of the coming picnic.

P. E. CLUB BULLETIN

From August 11, to September 10, 1924

Monday, August 11:

P. E. Band rehearsal, 8:00 P. M.
P. E. Chorus rehearsal, 8:00 P. M.

Tuesday, August 12:

P. E. Masonic Club, Auditorium, 8:00 P. M.

Wednesday, August 13:

Rod & Gun Club, 8:30 P. M.

Friday, August 15:

General Staff Meeting, 10:00 A. M.
Northern Division Safety Committee, 2:00 P. M.

Picture Show, Auditorium, 7:45 P. M.

Monday, August 18:

P. E. Band rehearsal, 8:00 P. M.
P. E. Chorus rehearsal, 8:00 P. M.

Friday, August 22:

Picture Show, Auditorium, 7:45 P. M.

Monday, August 25:

P. E. Band rehearsal, 8:00 P. M.
P. E. Chorus rehearsal, 8:00 P. M.

Friday, August 29:

Picture Show Auditorium, 7:45 P. M.

Monday, September 1:

P. E. Band rehearsal, 8:00 P. M.
P. E. Chorus rehearsal, 8:00 P. M.

Wednesday, September 3:

Executive Committee Meeting, Assembly Hall, 2:00 P. M.

Friday, September 5:

Southern Division Safety Committee, 2:00 P. M.

Picture Show, Auditorium, 7:45 P. M.

Monday, September 8:

P. E. Band rehearsal, 8:00 P. M.
P. E. Chorus rehearsal, 8:00 P. M.

Tuesday, September 9:

P. E. Masonic Club, Auditorium, 8:00 P. M.

Wednesday, September 10:

Rod & Gun Club, 8:30 P. M.

MAKING AND CARE OF WATCH FILM TO SHOW AT CLUB

There is probably no one thing of more importance to us in our business and social life than that "little box of wheels"—the watch. Considering the importance of this little instrument it is remarkable how little is known about its construction and the care it should receive.

One of our representative American watch factories has prepared at considerable cost, an educational film entitled "The Story of a Watch" for the purpose of acquainting the public with the processes in watch construction, and to illustrate how the various parts function. This picture will be shown at the P. E. Club, movie show on Friday evening, September 5th, by S. A. Pope, Supervisor of the Time Service. In addition to the picture, Mr. Pope promises to have a number of interesting exhibits of watch parts and antique watches and will give a short talk on "Time and Time Measures."

A Whimsical Prank of Nature



The mythical and historical Arrowhead inscribed in almost perfect detail on the San Bernardino Mountain range.

TO THE huge arrowhead blazoned by nature's hand on the side of the San Bernardino range may be attributed the early settlement of the San Bernardino Valley. Wandering Indians saw in it the work of the Great Spirit guiding them to the curative springs at its base and to the fertile valley where there "was plenty to eat." Trading caravans from the Pacific Coast met and spread the news of the rich country at the foot of the arrow to west bound traders and merchants from St. Louis and Mexico City. It led Brigham Young to found the city of San Bernardino and colonize the valley.

This mythical Arrowhead, still one of the Southland's greatest powers to attract tourists, covers $7\frac{1}{2}$ acres, and with a length of 1375 feet and a width of 449 feet, is visible to the naked eye for some thirty miles. Its shape is perfect and it stands out as one of the wonders of nature.

The medicinal qualities of Arrowhead Hot Springs, at the foot of the famous Arrowhead, are internationally known and are rated as the hottest springs known to man. The water flows from the Penyagal spring, (Arrowhead in Gauchama language) at the rate of 55,000 gallons every 24 hours. It is remarkable for its pleasant taste and healing qualities.

In Hot Water Canyon, below Penyagal Spring, are scores of other springs gushing forth from the banks of the canyon and their future develop-

ment bids fair to place this region far ahead of other hot springs.

History records that it was March 14, 1774 when the first white man, El Capitan Juan Batista de Anza, left Mexico to blaze a trail into California and he came by the way of Yuma and the San Gorgonia Pass and gazed enthralled at the wonderful valley of the Guachama Indians.

Mormon Invasion

In 1850 came the first invasion of the Mormons, 500 in number, led by Captain Jeff Hunt, and they bought the present site of San Bernardino for \$7,500.00 in September 1851. In July 1854, the town plat was laid out. The valley was named in honor of Saint Bernard of Sienna.

The Indian tribes of Southern California had many legends concerning Arrowhead which have been handed down from the early Padres, proving the great antiquity of the Arrow. The mythical story of the Guachama tribe is one most frequently related, and briefly, is as follows:

Mutcat, the "Spirit of Good," was angry with the Guachama tribe, who dwelt in the beautiful San Bernardino Valley. Had he not provided them with the most fertile valley? Were not their braves the hardiest, their crops the best, their hunters the most successful? Peace, joy and an abundance of good was in Guachama, the "Land of Plenty." But the people had forgotten Mutcat and he was angry with

them so he sent Isel, the Heat Spirit from Tamit the Sun Land, down into the valley.

Quickly Isel drank the streams dry. The formerly fertile fields turned yellow under the intense heat; vegetation perished, animals starved and dread famine was in the valley. Isel ranged forth, scorching and burning the crops and baking the earth.

The leaders of the tribe ordered the huge fast fires lighted and they danced the weird coyote dance but still the drouth continued. All the valley lay dead, a dull grey under the burning touch of Isel. Pestilence and disease gripped the people of Guachama. Then the Medicine Men and the Chief held solemn council over glowing pipes.

The outcome of the council was the offering of Chief Janna's only daughter Ne-wah-na ("The Maiden of the New Moon") as a gift to Mutcat and Tucapec (heaven). Dressed in the costliest of robes and sacrificial raiment, Ne-wah-na was led to the funeral pyre by the great Chief Janna. Darkness fell and the fire burned low, Ne-wah-na was only ashes. A hush held the little band when a great white arrow of light flashed across the sky and struck down the Heat Spirit Isel, a cool rain drenched the parched valley and saved the people.

At dawn the thankful people of the tribe gathered and gazed in awe at a huge arrowhead that had appeared on the mountain side and at the foot of it rose healing waters from hot springs that rid the people of Guachama of their disease and suffering and Isel was buried forever in the mountain under the Arrowhead.

And so it came the Arrowhead that marks the place where the world famous Hot Springs are in the wonderful San Bernardino Valley at the entrance to the "101-Mile Rim of the World" drive through the San Bernardino Mountains.

The Guachama Indians are gone, but the great Arrowhead remains as does the Land of Plenty of the Guachama's in silent tribute to the sacrifice of the beautiful Ne-wah-na, daughter of the Great Chief Janna who saved the land of his tribe.

Wife's New Maid

"Can you serve company?"

"Sure; either way."

"Either way?"

"Yessum; so's they'll come again or so's they won't."—Detroit News.

When Dad Is Cross

"You're always late! You were even late at the church the day we were married."

"Yes, but not late enough."—Boston Transcript.

Effect of Music

She—While you are asking papa for my hand, I'll play something lively on the piano.

He—I'd rather you didn't dearest. You know some people can't keep their feet still when they hear lively music.

TIMELY TOPICS FOR TRAINMEN

If you ever get confused and cannot think of the right phrase, the word **Please** added to any request; the words **Excuse Me** whenever you have to disturb a passenger on a car, and the words **I am sorry** added to any statement in which you have to deny some request or desire of a passenger, will get you by pleasantly in the great majority of cases.

CASH FARES—SUBJECT NO. 1

A. COLLECTING

- | | |
|--|---|
| 1. On leaving terminal | 1. Fares ready PLEASE. |
| 2. On the line. | 2. Fares PLEASE. |
| 3. In case of doubt. | 3. Excuse me, did I get your fare? |
| 4. When offered bad money:
Counterfeit,
Mutilated,
Foreign. | 4. I AM SORRY, it appears to be:
Counterfeit,
Mutilated,
Foreign,
and not legal tender. |
| 5. When a passenger refuses to pay. | 5. I AM SORRY, you will have to pay or leave the car. |

B. WHEN MAKING CHANGE

- | | |
|---|--|
| 1. In changing any coin or bill. | 1. How many PLEASE? |
| 2. When complaint is made of improper change. | 2. If you think a mistake has been made, PLEASE take my number and report it at 224 Pacific Electric Building. |

C. FARES OF CHILDREN

- | | |
|---|--|
| 1. When age is in doubt. | 1. What is child's age PLEASE? |
| 2. When amount of fare for child is disputed. | 2. Children from 5 to 12 years old pay half fare; children over 12 years old pay full fare PLEASE. |

"The Voice With the Smile Wins"

A rising tone at the end of what you say generally sounds pleasant; a lower tone is harder to understand and sounds gruff. This doesn't mean speaking louder however. It refers to the pitch of the voice.

Just remember, a car conductor has to speak to more people every day than any minister or actor talks to in a week. If ministers and actors find it worth while to use their voices carefully to "get across with what they say, why isn't it doubly worth while for a conductor to do so?"

Just try it on yourself. Say "Fares Please" with a lowering of the voice on the word "Please."

Thus: "Fares
Please."

Does that sound particularly pleasant?

Now try it with the rising inflection:

"Fares
Please."

Suppose you were the passenger. If one conductor asked for your fare

Series of Articles as Aid to Trainmen in Handling Public

SOME years ago the Brooklyn Rapid Transit issued under the caption "Courtesy Code" a series of suggestions which were designed to assist employees in their relations with the people with whom they had business dealings. Those suggestions were at that time reproduced for Pacific Electric trainmen and because of their merit are, in part, reprinted in the Magazine, commencing with this month's issue.

Trainmen of the Pacific Electric are its salesmen. Some of the rest of us manufacture our product—transportation, and they sell it. Salesmanship is an art and requires study. The first thing a salesman must do is to get right with his customer!

The suggestions in these articles are designed to help you do just that. They give you the right introduction. They supply you with the right thing to say at the right time. By following the advice given, the passenger who is inclined to be unreasonable is placed in the position of not having a "come back."

Moreover, you will be doing your work in a manner that will win you the sympathy and good will of every fair-minded person on your car, your duties will be more pleasant and you'll make friends, both for yourself and your Company.

in the first way and the next conductor in the second way, wouldn't you feel more friendly to the second one? Try the same idea on any other commonly used phrase and see if the effect isn't the same.

Then remember that you are the conductor; and that your job in the long run is going to be pleasanter or disagreeable, according as your relation with the people who ride on your car is friendly or unfriendly.

The Unaccommodating Pill

A doctor brought a dyspeptic farmer a big brown pill. "I want you to try this pill at bedtime," he said, "It's a new treatment, and if you can retain it on your stomach it ought to cure you."

The next day the doctor called again. "Did you manage to retain that pill on your stomach?" he asked eagerly.

"Well, the pill was all right as long as I kept awake," said the farmer. "but every time I fell asleep it rolled off."
—Selected.

SUGGESTS MEMORY TRAINING SCHOOL FOR EMPLOYEES

Characteristic of many suggestions coming from employees in the ranks, a most worthy plan is advocated by Conductor F. G. Watson, Western Division, in a letter to the Magazine suggesting that a class in memory training be organized in connection with the educational work now being done by the Company. A good memory is the result of a properly trained mind and there is no doubt but that an improvement in the memory of employees, especially those who come in contact with the public, would react favorably on the class of service rendered, as well as prove helpful in many other ways to those who overcome such a shortcoming.

With becoming grace Mr. Watson admitted his own deficiency as a forgetter, but stated that he had seen many cases where persons almost hopelessly afflicted were greatly benefited with a few weeks of training.

On first thought the question may arise as to the value, both to the Company and the individual, of having a good memory. Mr. Watson covers this point very clearly and forcefully in his letter, from which we quote:

"I have known many Conductors who almost never forget to let a passenger get on and off their cars who can let a dozen new passengers get on and then go through the car and pick them out with absolute certainty. Such a Conductor would never forget to leave a switch point right, or neglect to pull his trolley pole down or turn the register back without getting the reading.

"The passengers too would give such a Conductor their names willingly in case of accident because they would all admire him. Passengers like to be remembered and to be able to stop your car for a regular passenger at his getting off place without being asked is a compliment to him, much the same as it is for a business man to be able to call his customers by name when they enter his place of business.

"I have no doubt but that there are many men on our road today who can do all these things, but many of us cannot—at least not now. But we could with a little of the right kind of training and it would be fun and we could do our work better."

NEW FIRE PROTECTIVE AID IS INSTALLED AT CAMP

An emergency pumping plant for the P. E. Camp was authorized and work of putting it into commission completed late last month. The new installation permits of drawing water under good pressure from the swimming pool in case of fire and particularly this year, due to dryness of mountain sections generally, is a worthy addition to our camp's equipment.

The hazard of fire has previously been seriously considered and throughout the camp are located various fire protective equipment capable of meeting almost any emergency.

San Pedro, Where Rail Meets Waterways

Port of Los Angeles, the Greatest of Man-made Harbors, Startles World With Ever-growing Tonnage of Imports and Exports

By THOMAS GRICE, Director,
San Pedro Chamber of Commerce

THE cities of a people must always be their glory or their shame. Their glory, if they are rich in beauty, order and high human meanings; their shame, if they are ugly, sordid, or lawless. For a city more, than anything else, is where men create together the revelation of their vision and their power.

The calling of the names of a half a dozen cities carries us clear across like a trumpet call to look through recorded history, and every name is the window of time at a great spectacle. Ninevah, Babylon, Athens, Rome, Venice, Paris, London and behold you have spanned the centuries, and gathered up a thousand years of time in a single sentence.

Some of these cities have been famous for this or for that; but most of them have stood at the cross-roads of the world's commerce, and I am discussing about a portion of the fairest and destined to be one of the greatest cities of the world, ranking in size and power with the most famous cities of all time. I mean that portion of the city of Los Angeles known as "San Pedro."

The harbor which has for its entrance a channel located between a bold headland known as Point Firmin on the one side and Dead Man's Island on the other. This channel has been given the beautiful name of "The Angel's Gate."

Geographical Location

As you confront it from the sea, you discover that our harbor is guarded by nature on the one side by the Palos Verdes hills and on the other by the island mentioned in Dana's "Two Years Before the Mast" as "Dead Man's Island," and way beyond the island stretches the salt marshes and the curve of the beautiful bay, along the shore line of which is built the beautiful city of Long Beach. And, as you slowly turn, following the long crescent of the bay, your eyes meet the far shore line with the sentinel peak of Te-mascal, shaped like a saddleback looking down as from a throne of glory.

It has always seemed to me that the maps of California have never shown the real location of San Pedro. The land must have a greater curve to the south than the maps show, for though San Pedro is located on the western shore of the American continent and is on the very tip of the land, which Roosevelt said was "the west beyond the west," yet the sun apparently rises for us who live here from over the waters. It is a wonderful thing to live on the mainland of our western coast and yet have the sun rise apparently out of the ocean.

I wish you might see the cliffs of Point Firmin and the rugged outline of the coast leading up to White's Point and Point Conception of the Palos Verde hills by which we are so wonderfully protected from the fogs and the prevailing trade winds of the Pacific ocean. If you could see these things, you would see a city as beautiful as ocean and cliff, hill and cape, mountain and sky and gorgeous climate can possibly make it.

Then, in the next place, San Pedro is an historic town, and we hold our heads high among the Dons of Old California. For it is a matter of record that Cabrillo, the Spanish explorer, discovered our bay and landed upon our shores in the year 1542 and named our bay "The Bay of Smokes," prophetic wording surely of the smoke that rises from the chimneys of our many manufacturing plants and also of the smokestacks of the mighty ships that steam in and anchor at the docks.

And the descendants of the Spanish Dons are still with us, though the old landmarks and boundaries of their ranchos are fast disappearing with the great demand for the homes and homesites. We are historic and we are still making history. If I had discussed San Pedro a few months earlier, it would have been different, because our city re-converts itself with startling frequency.

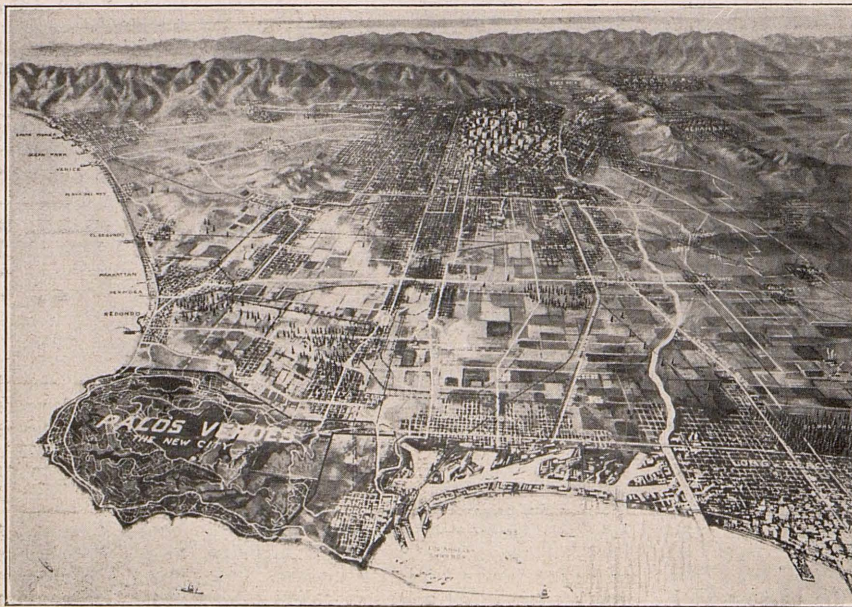
San Pedro is the home of the Battleship Fleet of the United States Navy, the greatest school of patriotism and discipline and duty well done that we have in the Republic.

Only a few weeks ago there was given to the country and to the world at large in the death of the 48 officers and men at the post of duty when the 14-inch gun exploded on board the Mississippi in the target practice off San Clemente Island, a spectacle of a devotion to duty, of a heroism of sacrifice that will live forever in the memory of a grateful republic. When the U. S. S. Mississippi came to anchor in the waters of San Pedro bay, she dropped an anchor also in the hearts of the people.

Sometimes it has been the thoughtless habit of certain people to criticize the men in the service. To begin with, when you put a uniform on a man you do not usually change the man inside the uniform except for the better. He becomes a trained, disciplined man to whom duty is a high name. Of course, he becomes a marked man by virtue of his uniform. These men

of the United States Navy have lived in San Pedro long enough so that we know them pretty well, and they are among our best citizens. In San Pedro we are for the man of the navy. He is a good comrade and an American citizen of whom we are justly proud. Yes, we are still making history in San Pedro.

With the passing of "The Covered Wagon" and the coming of the railroad, Los Angeles grew into a city; but since she has built her railroads down to the harbor, she has developed into a great city, a metropolitan center



Relief map of Los Angeles Harbor and its environs.

WHERE CABRILLO LANDED INDUSTRY TEEMS



View from San Pedro (Los Angeles Harbor) where increase in import and export tonnage is making it a rival of the world's greatest shipping centers.

where rail and water meet, and so remarkable is that growth that almost from the mountains to the sea she is building so fast as to become "The Wonder City of the World." But San Pedro is the key to this wonderful growth.

Come Down to Sea

Los Angeles has come down to the sea, and is fast developing into one of the great maritime cities of the world. For from San Pedro and from all of Los Angeles harbor, ships rich with freight of various sorts, for the ports of the world now sail. From our docks sail the ships that are making new history of the world.

It is true that with the end of the world war that the stage of world interest and development moved from the Atlantic to the Pacific, and here on the shore around the Pacific is to take place the next greatest development in modern civilization.

And probably on the Pacific ocean will be settled not the Mastery of the World, but the Partnership of Civilization, and the part that Occidental and Oriental will have in that great achievement, and San Pedro will play a large part in that story.

Yes, we are still making history. The records of the port are almost unbelievable. In the past three or four years we have jumped from a mere fishing village to a great world distributing center. The number of ships entering and leaving our harbor is almost past belief. We handle more oil and general intercoastal cargo than any other port on the Pacific.

At the present time we have 10 miles of wharves and docks, and there has been announced by the board of harbor commissioners plans for the construction of 13 miles more to begin immediately. To make this possible, Los Angeles city voted only last month 15 millions of dollars of the taxpayers' money to begin this great building program, and to further increase the facilities of the port. About two miles of new wharves were constructed in 1923 and eight miles of new streets paved by the harbor department during the same time. Fourteen miles of new railroad were also constructed in 1923. This is in addition to the already many miles of the municipal railway existing prior to that date.

The cement, sand and gravel used last year by the harbor department for new work amounted to 86,500 tons, or 35 trainloads of 50 cars to the train, or 29 shiploads. The harbor commissioners also built in 1923, 2400 feet of sheds and used 380,000 lineal feet of piling and one million board feet of lumber or nine shiploads of lumber. Also, in the construction of 500,000 lineal feet of electric light wire and 300,000 feet of pipes were used. And when the present plans of the United States army engineers and the recommendations of the navy department shall have been carried out in the extension of the breakwater across the bay to the Long Beach harbor, we shall have one of the greatest harbors in the world.

Then when all of this shall have been consummated, the historian will pay his tribute to the vision of the

Employees' Co-operation Shows Good Results In Power Saving

The following statement was submitted by General Superintendent Annable in connection with the good work done by employees during the past month in the power conservation campaign:

THE energetic and painstaking work done in the effort to conserve power during the past month has shown results which justify a feeling of satisfaction on the part of everyone who has contributed to the good showing made.

Coasting has increased from 25 to 35%. Car mileage has been reduced in many places where travel showed it could be done without detrimental effect. In some instances service has been discontinued and in some cases motor coaches have replaced cars where travel conditions would permit.

From week to week consumption of energy has decreased, showing that a consistent effort has been made in this direction. The first week in July showed a reduction under the last week of June of 70,000 kw-hr. or an average saving of 10,000 kw-hr. per day.

The second week of July indicated another cut of 10,000 kw-hr. per day under the first week.

The third week saw a reduction of 4,000 kw-hr. daily under the second, and the fourth week of July totaled a reduction of 118,000 or nearly 17,000 kw-hr. average daily consumption less than the third week.

In other words, comparing the last week of July with the last week of June, the average reduction is 41,000 kw-hr. daily.

Power conservation will be an ever present necessity for the remaining months of this year, and with the fine spirit of co-operation already demonstrated in all departments, it is certain that the Pacific Electric will continue to do its part.

American statesman who planned and to the American engineers who built the Panama canal and so linked the Atlantic and Pacific. But in paying that thing possible. But in paying that tribute, that same historian, if he be true to all the facts, will have to remember that the men and the women, the working men, the laboring class, who now live in San Pedro, who lived in our homes, who were educated in our schools, who learned of God and righteousness at the altars of our churches, laid the foundations for all of this and made their contribution of worthy citizenship and true Americanism to the building of this great

CATALINA ANNUAL OUTING ATTRACTS 800 EMPLOYEES

Those of us who failed to attend the second annual gathering of employees at Catalina last month missed a joyous event, as the following interesting account of the outing by Frank Farnham, Supervisor of the Transportation Department, will reveal:

Next in importance to our annual picnic, to which thousands of our Pacific Electric family look forward from year to year, has become the mid-summer trip to Catalina Island. While we have no desire to make those who were unfortunate enough to miss it feel their loss more keenly, it was such a thoroughly enjoyable outing that we must "tell the world" about it.

This year July 12th and 13th were chosen for the gala occasion and between 750 and 800 of our family, including a good many Agents and their assistants, added to the usual heavy week-end travel, packed the Island to capacity, at least so far as sleeping quarters were concerned.

Our genial Manager of the Baseball Club and Chairman of the Committee in charge of the outing, Charlie Hill, showed his ability to guess the drawing power of the event by reserving some 500 accommodations which proved to be none too many.

The weather was not in the least "unusual," in fact it was ideal and the trip was made without a single case of suffering due to the "bounding deep," which, for this occasion failed to bound.

Proper badges were provided the members of the party, which together with the smiles of the wearers, identified them on the crowded Island as Pacific Electric employees. A wonderful band concert was heard and dancing and other amusements were indulged in on Saturday night.

Oh, yes, we took our ball club along and, while we failed by several runs of winning the game, why worry about one little event which was the only flaw in an otherwise perfect day? Anyway our team is going back again on Sunday, August 10th to even up the score.

On Sunday evening it required an extra trip by the large steamer "Catalina" to bring all of the sunburned, tired but happy crowd back to mainland and the only criticism heard was that the time had been all too short.

If the number availing themselves of this jolly outing continues to increase at the rate the two of the past have done, it will be necessary to charter one of the boats and reserve a large part of Avalon for their accommodation.

The special rates made us by the Catalina Company, both for transportation and lodging, and the many other courtesies extended by them on the occasion, are very much appreciated and have made good boosters for the "Magic Isle" of several hundred of us.

harbor, and so San Pedro salutes America—redeems the world.

NEW STORE PRACTICES ARE TOLD AT STAFF MEETING

F. C. Fenimore returned recently from a convention of Division Six of the American Railway Association (Purchases and Stores) held at Atlantic City and following which he visited the stores department of numerous eastern railways, gathering data and making visual observations of the practice and methods of various stores.

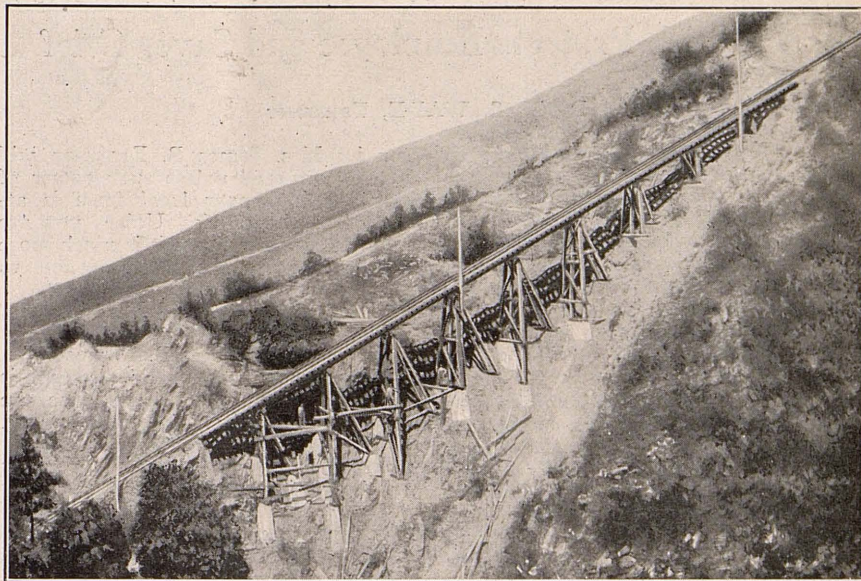
As a culmination of his trip, Mr. Fenimore read a very interesting paper before staff meeting of the Company at its July meeting, in which he re-drew comparison with the Pacific viewed methods of other railways and Electric. One of the most essential elements brought forth was the matter of store delivery and pick up system, supply train operation and line delivery of materials compared with practice of employing messenger, and store deliveries handled by each department individually. In some instances the supply train is accompanied by a group of general officers which will doubtless result in further economies in store practices being made.

As told by Mr. Fenimore, it will be of great interest to our employees to know that in the regular stock carried by our stores department are something like twenty-five or thirty thousand single items and that an individual record of each is necessary.

Further, that the materials and general supplies under store supervision during the past twelve months has had a value of \$2,298,234.31 and the total value of issues made by the store department on work orders and requisitions during same period amounted to \$4,130,630.58. The difference between these two amounts being that of materials delivered direct on the job or to a department without passing directly through the store but, however, entering store account. When it is figured that six per cent interest of the average value of stock on hand and 7½ per cent store expense charged on issues, the carrying charges on the store stock during the year approximates \$447,691.35. These figures do not include the value of material on line or in shops over which the store department does not have jurisdiction at this time but over which jurisdiction will probably in the future be placed.

In Mr. Fenimore's paper particular attention was called to excess and surplus material scattered over the system both along rights-of-way in charge of maintenance section forces at the agencies, shops, terminals, etc. and in the last general pick up it resulted in 96 carloads of material being returned to stores, thus better safeguarding it and preventing also destruction by the elements. It is to eliminate as much of that excess and surplus that Mr. Fenimore strongly advocates supply train operation and line delivery of materials with regular station inspection to keep down accumulation, as well as to materially decrease the number of hours lost by departments handling

Complete Daring Engineering Feat



McPherson Trestle, on Mt. Lowe incline, where Engineering Department completed last month replacement of timbers and placing of concrete foundation.

OUR Bridge Building Division of the Engineering Department was called upon last month to complete one of the most trying and hazardous pieces of work in the history of the department. The task involved the replacement of timbers in the McPherson trestle on the Mt. Lowe incline and placing of concrete foundations on bed rock, requiring the leveling of previous solid rock foundation for the reception of concrete footing.

Under ordinary conditions the undertaking would not have been a difficult one, but when it is considered that this 62-degree trestle passes over Rubio Canyon and that a precipitous drop of 500 feet to the canyon below was an ever present possibility, the perilous feature of the work becomes evident. It was necessary to frame all timber at Rubio and transport piece by piece on incline cars to trestle location. Concrete was carted down in wheelbarrows by means of portable runway between bents.

Despite the physical handicaps encountered, Foreman Jim Clark and his crew, completed the work with dispatch and service up incline was in no way interrupted. The work was in line with the Company's "safety forever" policy on the Mt. Lowe Division, the result of which is reflected by a record of thirty-one years of operation without the semblance of an accident.

their own withdrawals and deliveries from stores.

Mr. Fenimore's paper was very instructive in many other regards but lack of space prevents publication entire.

ELECTRIC RAILWAY PATRONS INCREASE DESPITE AUTO

Despite the phenomenal growth of automobile registrations throughout the country in recent years figures of travel on electric railways of the country, compiled by the American Electric-Railway Association, show that electric railways are becoming increasingly indispensable.

It is the consensus of opinion of well informed authorities that the peak of automobile registrations has nearly been reached and with increasing traffic congestion and difficulty of parking in downtown districts the next few years will show a decided increase in the volume of passengers handled by electric railways.

Passengers carried by electric railways by years are as follows:

1917	14,506,000,000
1918	14,243,000,000
1919	14,915,000,000
1920	15,540,000,000
1921	14,574,000,000
1922	15,337,600,000
1923	15,989,000,000

The remarkable feature of the comparison above is that the number of passengers has increased despite an increase of 8 million automobiles during the years noted.

ATTENTION RAILBAITERS

A railroad has to haul a ton of freight 48 miles to earn enough money to buy a pint of ink; 115 miles to buy a monkey wrench; 75 miles for a cross-tie; 3350 miles to pay a freight train crew for a day's work, states Dr. David Friday, Statistician of National Transportation Institute.

Proper Endorsement of Checks

Official Outlines Correct Method, the Practice of Which Protects Employee and Saves Grief

By M. S. WADE, Treasurer

DO YOU correctly endorse your pay check?

A wholly unnecessary burden is placed on the Treasury and Accounting Departments of this Company and on our good friends, the Farmers & Merchants National Bank, whose advertisements in this magazine have contributed substantially to the employees relief fund, by carelessness in endorsing pay checks.

Whether your check is cashed by your neighborhood grocer, or by one of the many banks in Los Angeles, or elsewhere, they eventually come through the clearing to the Farmers & Merchants National Bank of Los Angeles. The work of checking and rechecking endorsements on all these (some 14,000 each month) cannot be avoided, but the work involved in returning them to you for correct endorsement, or to your bank for guarantee of irregular endorsement, through the devious channels of negotiation may be materially lessened by your attention to a few simple rules.

Note carefully the way the check is drawn and make your endorsement correspond **exactly** with the face of the check. For example, if the check is drawn to **James B. Ferguson**, don't endorse it **J. B.** or **Jas. B. Ferguson**—it means trouble for someone if you do. **J. B. Ferguson** is not necessarily the same individual as **James B.**, likewise **Jas.** may stand for **Jasper** as **Jos.** may stand for **Joseph, Josephus** or **Josephine**.

If there should be a slight error in spelling your name, as if in the above example check should be drawn payable to **James B. Ferguson** endorse it first **James B. Ferguson**. Then directly underneath endorse again **James B. Ferguson**. If error is material, check must be returned to Treasury Department for correction.

Always use pen and ink to endorse your check; indelible pencil endorsement is accepted, but it is bad form. Ordinary pencil endorsements will not be honored.

Endorsements by mark should be in this form:

his
James B. *x* Ferguson
mark

The mark should be made by the payee and such endorsements are accepted only when followed by the signature and address of a witness. Don't forget the address, many checks are returned for lack of it.

If your wife does your banking don't expect her to do the endorsing for you also, unless you give her a power of attorney specifically authorizing her to do so. Endorsement James B. Ferguson

by Mrs. James B. Ferguson will **not** be accepted unless such power of attorney in proper legal form is attached to the check. Unless you are a long way from home it is much more simple to make the check payable to her by endorsing

"Pay to the order of Mrs. James B. Ferguson,
(Signed) James B. Ferguson."

Her endorsement then is all that is necessary and if she should lose the check you would not be out anything. Whereas if you merely endorsed it in blank, that is, by writing your name on the back without the words "Pay to the order of, etc.," it becomes a check payable to bearer and anyone who finds it may cash it without necessarily committing forgery and with very little chance for you to recover from the Bank or business house who cashes it for the finder.

This point should be remembered in other circumstances. Don't endorse your check and put it in your pocket against the time when you go to the bank—you might lose it. The time to endorse it is just before you step up to the teller's window.

Wife: "I think sheep are the dumbest animals, don't you dear?"

Hubby: "Yes, my Lamb."—Ex.

LOCAL FARES CHEAPER HERE THAN AVERAGE ELSEWHERE

Showing that local electric railway and bus fares in cities of Southern California average considerably lower than elsewhere in the United States, the following data is revealed by J. A. Millon, Statistician of the American Electric Railway Association in the current issue of Aera:

"Of the 288 cities of the United States now having a population of 25,000 or more, only thirteen still retain the original 5-cent fare. The fare increases in the other 275 cities range from the elimination of reduced rate tickets (costing less than 5-cents) to a ten cent cash fare.

"In January, 1920, there were 56 cities with the original 5-cent fare still in effect. There are now 61 cities of 25,000 population that have a 10-cent cash fare, as compared with 23 in January, 1920. Two cities now have a 9-cent fare, whereas there were none in January, 1920; 46 have an eight cent fare, compared with 14 in 1920; 65 a 7-cent fare, compared with 58 in 1920 and 42 a 6-cent fare, as against 71 in 1920.

"The last comparison shows that there were 29 more cities in the 6-cent group in 1920 than at the present time, which indicates that the 6-cent fare was not sufficient and that these cities gradually went to a higher rate of fare.

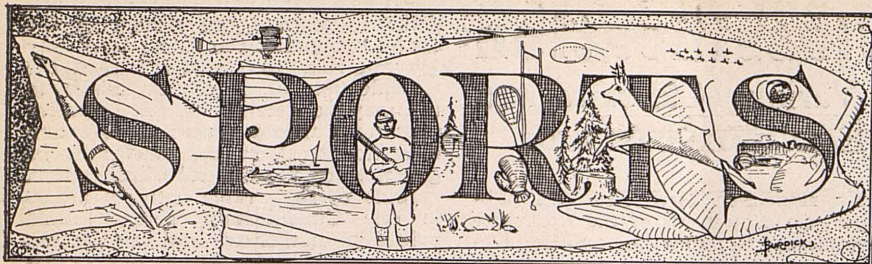
"Of the 13 cities still retaining the original 5-cent fare, two now have applications pending petitioning for a higher fare. The street railway company operating in Council Bluffs, Iowa, states that it has removed its application for a fare increase and intends to appeal to the courts if relief is denied.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JUNE, 1924

Passenger Revenue.....	\$ 1,165,597.19	
Freight & Switching Revenue.....	566,403.87	
Other Revenues	56,836.98	
Total Railway Operating Income	\$ 1,788,838.04	
Total Railway Operating Expenses:		
Wages	\$797,709.34	
Other Charges	304,110.64	
Transportation for Investment Credit	3,277.34	1,098,542.64
Revenue less Operating Expenses	\$ 690,295.40	
Depreciation	\$ 40,923.85	
Taxes Assignable to Railway Operations	82,348.34	
Total Depreciation and Taxes	123,272.19	
Revenue less Operating Expenses:		
Depreciation and Taxes	\$ 567,023.21	
Non-Operating Income	24,217.74	
Net Revenue	\$ 591,240.95	
Interest on Bonds and Other Debt	\$344,995.54	
Rent and Miscellaneous Income	84,674.04	
Total Deductions	\$ 429,669.58	
Net Income for month	\$ 161,571.37	
Net Loss for six months	51,727.74	
Total outstanding Deficit as of June 30, 1924	\$13,549,604.05	

Los Angeles, Calif., July 28, 1924.

L. A. LOVELL, Auditor.



SPORTSMEN HAVE BIG DAY IN STORE AT ANNUAL PICNIC

One of the main events, at least so far as sportsmen are concerned, at the Annual Picnic this year will be the clay pigeon shooting tournament to be staged at the end of the Municipal Pier. For the purpose the Rod & Gun Club will move the Blue Rock trap from San Bernardino and install the same so as to shoot the targets out over the water.

The first event of the day will be a fifty bird shoot between the Redondo Beach Police Department team and the first string team of the Rod & Gun Club. The trophy for the event has been secured by Chas. Robertson, Manager of the Redondo Breeze, the award being a beautiful loving cup for the winner, same to be engraved bearing the names of the winning team. Ten o'clock will be the starting time of this event.

The next number on the program will be an elimination shoot, starting at 11:00 a.m., between four teams composed of picked shooters of the Rod & Gun Club. This event calls for a twenty-five bird elimination, to be followed by a twenty-five bird shoot-off between the two high teams. The first prize is \$15.00 cash and \$10.00 second prize; in addition there will be a \$5.00 cash prize for the high gun and five button charms for the next five high men. The high gun prizes are to be awarded on best scores on one hundred targets.

Starting at 1:30 p.m. a grand fifty bird free-for-all shoot will start, in which anyone will be allowed to participate. Merchandise orders will be awarded employees on stores at Redondo Beach to the winners of this shoot and will consist of twenty or more prizes.

In addition to the trap shooting program, the Rod & Gun Club will also stage a fishing contest, with cash prizes to the best, or luckiest fisherman—take your choice.

The New Tongue

First Girl (to her friend:): My dear, last night I met the most divine egg I have ever witnessed. He's the porcupine's quill, all of them. He has the biggest shoulders, they're too cute for anything, and his nose and eyes are gorgeous, just gorgeous. Does he dance well? A regular St. Vitus, I mean to tell you. And not only that, my dear, he plays the saxophone like an angel out of heaven! He's the oil works, all right.—Life.

Camp Attendance Far Exceeds that of Former Years

EARLY this month sixty reservations, covering accommodations for 158 persons, had been made by employees for vacation stays at our mountain retreat during August, which indicates that the present month will be the banner one in the history of the Camp from an attendance standpoint. Each incoming mail included additional reservations and it is more than likely that July's attendance of 260 persons will be far exceeded.

While there are still accommodations available for the month of August, if it should so happen that applicants cannot be cared for, it will be well to remember that September is quite as attractive in the mountains as any month in the year. Heads of departments will co-operate wherever possible in changing vacation dates so as to permit all who wish to spend their vacations at the Camp opportunity to do so.

It will be well to make your reservations early.

ICE HOCKEY TEAM FORMING FOR COMPETITIVE GAMES

Former residents of frigid climes will be glad to learn that at an early date work will be begun on the construction of a mammoth ice skating auditorium in Los Angeles. Promoters of the venture, known as the Los Angeles Ice Skating Association, are determined to popularize indoor ice skating in this district and with this end in view have laid out plans to put the sport on a solid footing.

Already a hockey league is well advanced and several of the largest industrial firms in the Southland have signified their intention of entering teams in the competitive games to be scheduled. J. E. Neville, Southern Division trainmen, and formerly a hockey player of considerable repute, is desirous of forming a hockey team from the ranks of Pacific Electric employees and requests that anyone interested communicate either with N. B. Vickrey, Club Manager, or himself, care of P. E. Club. Membership in the club will entitle members to a free season ticket to the rink and use of rink equipment and also allows 50 per cent reduction in admission charge to hockey games.

The rink to be built will have an ice surface of 80 by 180 feet and will be one of the most modern structures of its type in the country. The financing of the building and equipment has been cared for and the project is backed by men well able to put the project through on an expansive basis.

The California citrus crop last year sold for a total of \$105,000,000, according to figures compiled by the University of California. Although more than 50,000 carloads of oranges were shipped, the consumption of the United States was nearly twice that amount. Lemons shipped amounted to 8,741 carloads, 88 per cent of the country's total consumption.



The evidence to prove that there are real fishermen in the ranks of the P. E. Rod & Gun Club. Geo. E. Watson (left) with a few of the trout taken from Silver Lake and the head-water of the San Joaquin River in the High Sierra.

Freight Rate Classification

The Complex Problems of Various Classifications Explained at Length by Educational Advisor

The article which follows is a digest of a lecture recently made by Earl W. Hill, Educational Advisor, before "Rate Classification" class conducted by Mr. Hill at the Polytechnic High School. An evening class in "Traffic Management" is also taught by our Educational Advisor at the University of Southern California and some twenty Pacific Electric employees are attending these classes regularly and receiving much helpful information.

FREIGHT Classification might be defined as the grouping of the thousands of articles that are transported into from ten to seven-teen groups, or classes, to be used in conjunction with the Class Tariffs of the individual carriers or association of two or more carriers.

In the early history of the railroads in the United States nearly every carrier had its own classification, but as our railroads developed it became necessary to simplify and standardize the classifications to meet the requirements of the public and the roads themselves. As the traffic conditions varied in different parts of our country it was not possible for a single classification to fit the needs for all parts of our country.

For this reason the United States was divided into three major classification territories. The Official Classification Territory comprising approximately that area east of the Mississippi river and north of the Ohio and Potomac rivers; the Southern Classification Territory east of the Mississippi and south of the Ohio and Potomac rivers; and the Western Territory, that area west of the Mississippi, but including the northern Peninsula of Michigan, the states of Wisconsin, Minnesota and that portion of the state of Illinois lying north or west of a line drawn from Chicago to East St. Louis.

Why Classification

We might consider for a moment the controlling factors in these territories which would tend to require different classifications from a geographical standpoint. In the Official Classification Territory we have a dense population and a manufacturing area; the Southern Classification an agricultural district with navigable rivers offering potential water competition; the Western Classification Territory, with portions of mountainous country, an added expense in construction and maintenance of the roads; a sparsely settled country with but few manufacturing industries, but relying on agriculture, mining and stock raising for its industry.

Until December 30, 1919, the classifications were published in three separate issues, each one being published by a Classification Committee acting as representatives of the railroads in

their respective territories and published upon approval of the Interstate Commerce Commission. Since December 30, 1919, these three issues have been combined into one issue known as the "Consolidated Freight Classification." This classification carries with it forty-two rules affecting its application and shipping regulation under each respective Classification Territory.

We find conditions on some of the railroads and in some localities which render it necessary to make exceptions to some of the rules or ratings of the classification. This is taken care of by Exception Sheets issued by individual carriers or Tariff Agencies. These Exception Sheets take precedence over the Classification itself, and must always be taken into consideration when using the classification.

State Classifications

A number of states have their own state classifications which apply on intra-state movements, having its origin, destination and entire movement wholly within the same state. These states are Florida, Georgia, Iowa, Mississippi, Nebraska, North and South Carolina, Texas and Virginia. All intra-state class traffic within these states, however, is not governed by these state classifications. The Shreveport case and other court decisions uphold the superior power of the Interstate Commerce Commission in case of conflict between intra-state and interstate rates, the commission having authority to set aside state classifications in case of defined intra-state traffic.

The Classification and Exception

We All Lose Through Loss of Forests

BREAK your match in two. Or pinch the head to be sure it's out. Stamp or pinch out the fire in burning cigars, cigarettes, or tobacco before disposing of them.

Build a small camp fire in the center of a cleared space; never against a tree or a log, or near brush. Before leaving camp, put out every spark of your fire with a plentiful supply of water; then cover it with a large mound of earth.

Do not pollute the water of lakes and streams. Bury or burn all refuse promptly—even tin cans. Live up to the fish and game laws.

Think of the fellow who comes after you. Leave a clean camp and a clean record.

Sheet which govern the rates from one point to another are named in the tariffs containing the rates; it is only by referring to the tariff that the classification or Exception Sheet to use may be determined. A shipment may move wholly within the Western Classification Territory and still be governed by the Official Classification.

Joint through rates between points in one Classification Territory and points in another are always governed by one classification—thus our Transcontinental through rates from New York to Los Angeles are governed by the Western Classification, as is also the east bound transcontinental through rate from Los Angeles to New York; this is stated in the Transcontinental Tariff itself. However, if the through rate is made up of a combination of local rates, then perhaps two or even the three classifications might govern on a single shipment. The Tariffs used for the rates always state the Classification or Exception Sheets that govern.

Commodity Tariffs are published by individual carriers and also by Tariff Agencies representing two or more carriers. The Commodity Tariffs contain commodity rates which are specific rates on specific articles from and to specific points or groups of points. Commodity rates are usually lower than the class rates, and are made generally to stimulate the movement of an article that could not be moved under the class rate; perhaps seventy-five per cent of the railroad tonnage of the United States moves under Commodity rates.

When a Commodity rate is issued on an article it removes the use of the classification insofar as that article is concerned, unless the tariff also states that either class or commodity rates can be used, whichever makes the lower charge.

Conditions Governing

It might be well to understand just what elements enter into the assignment of articles into their respective classes, as stated in the Interstate Commerce Commissions report of 1897: "The Classification Committees take into consideration whether Commodities are crude, rough or finished; liquid or dry; knocked down or set up; loose or in bulk; nested or in boxes, or otherwise packed; if vegetables, whether green or dry, desiccated or evaporated; the market value and shippers representations as to their character; the cost of service, the length and duration of haul; the season and manner of shipment; the space occupied and weight; whether in carload or less than carload lots; the value of annual shipments to be calculated on; the sort of car required, whether flat, gondola, box, tank or special; whether ice or heat must be furnished; the speed of trains necessary for perishable or otherwise rough goods; the risk of handling, either to the goods themselves or other property; the weights, actual and estimated; the carriers risk or owners release from damage or loss."

Competition is also a factor that enters into the assignment to classes. Under 17, I. C. C., 197, the commis-

sion states that "Carriers, within proper cases not only includes that between carriers, but also that of the commodity produced in one section of the country with the same commodity produced in another section, and sometimes competition of one kind of traffic with another."

Minimum Carloads

The Classification Committees, besides assigning articles to definite classes, provided that a specified minimum weight shall be regarded as constituting a carload, even though the actual weight of freight in the car be less. Different articles are assigned different carload minima. They are graded partly on the physical ability to load a certain weight into a car of given size, but they have been generally based on commercial conditions rather than upon physical dimensions.

They also established freight shipping rules and instructions regarding carload mixtures; packing requirements; declared and invoice values; loading and unloading; description and marking of packages; the minimum and maximum limits to less than carload charges; the treatment of articles of unusual dimensions; packages containing articles of more than one class or of parts of a complete article; the use of tank cars; empty packages returned; and other shipping requirements.

LARGE INFANTRY MOVEMENT HANDLED BY COMPANY

Nine hundred strong, the 160th Infantry of the California National Guard left Los Angeles on Friday evening, August 1st for Monterey, the assembly of the officers, men and equipment being handled by the Pacific Electric through the movement of the train by electric motor from Exposition Park to Amoco, where the Southern Pacific took up the load. The organization was in charge of Colonel Walter P. Story.

The train consisted of twenty-five Pullman coaches and six baggage cars and our part of the movement was accomplished with dispatch and as prearranged, one of our new locomotives handling the heavy load without the slightest difficulty.

Following two weeks of intensive training the infantry will return to Los Angeles on August 17th. Among the officer's personnel on this jaunt was our own C. H. Belt, who ranks as Major, if you please.

COMPANY NOW OPERATES 140 MOTOR COACHES

A check of motor coaches shows that the Company is now operating a total of 140 in the various sections of the system. Of these, 104 are used in points outside of Los Angeles and 36 in local service within the city, this latter figure representing half of the motor coaches of the Los Angeles Motorbus Company, jointly owned and operated by the Los Angeles Railway and the Pacific Electric Railway.

Our combined investment in equipment, garages and motor coaches to date approximates \$1,500,000.

Company to Clean, Press and Repair Uniforms of Trainmen

A FURTHER incentive and opportunity for Trainmen to keep themselves neatly attired comes with the arrangement just made by the management to clean, press and repair uniforms of employees engaged in train service.

Bulletins issued last month stated that effective August 1st uniforms would be cleaned and pressed for 50-cents, sponging and pressing would be done without charge, and where repairs are necessary, the work will be done at actual cost. The Uniform Department of the Company, supervised by L. C. Hart, will have charge of the work and suits delivered to the department will receive prompt attention. Charges will be collected by pay roll deduction.

This new service for Trainmen should meet with unanimous approval as the price to be charged for the work is so low as to make frequent cleaning and pressing not only possible, but good economy, as clean clothes kept in good condition serve the owner much longer. Trainmen's uniforms are subject to dust at crossings which often contains an element of oil, the removal of which is highly essential to the suit's life and appearance.

Taken as a whole, Trainmen of this Company are quite as neat in appearance as any group of train service employees to be found and the Company through the liberal plan introduced has a right to expect that all Trainmen will maintain an appearance creditable both to themselves and to the Company as its representatives. As previously stated, the incentive and opportunity are now both available.

NEARBY MOUNTAIN RESORTS NOT CLOSED TO PUBLIC

The Forestry Service on July 22nd issued instructions for the closing of certain remote sections of the mountain districts reached only by hiking and newspapers unwittingly stated or inferred that nearby mountain resorts would come within the official edict.

This being a misunderstanding on the part of the press, action was immediately taken to correct the statements broadcasted, and the Passenger Traffic Department issued a bulletin to Information Bureaus, Ticket Agents and Conductors stating that none of the principal resorts in this section were affected, namely Mt. Lowe, Switzer Resort, Mt. Wilson Camp Baldy, Glenn Ranch and all resorts in San Bernardino Mountains reached by auto travel.

Misunderstanding on the part of the public as to the true facts would have a detrimental effect on travel to resorts reached by our lines and employees are urged to give the correct information to those with whom they come in contact who are not correctly informed.

Fate of Paper Clips

A recent investigation of the actual uses to which paper clips are put in the average office disclosed the following facts:

Of 100,000 paper clips, there are used for

Lingerie clasps	7,160
Bobbed hair holders	10,801
Pipe cleaners	3,163
Emergency garter clasps	802
Ear reamers	5,534
Lamp shade holders	192
Shirt sleeve adjusters	4,183
Ford repair parts	5,308
Tooth picks	9,021
Bachelor buttons	7,200
Cuff links	5,302
Poker chips	19,413
Olive stabbers	406
Eversharp pencil repair kit.....	7,324
Toys to use while telephoning.....	14,163
Holding papers together	28
	100,000

COMPARISON OF ACCIDENTS DURING JUNE 1923 AND 1924

	Northern Division		Southern Division		Western Division	
	1924-1923	1924-1923	1924-1923	1924-1923	1924-1923	1924-1923
Interferences with vehicles	115	149	94	136	198	207
Collisions and interferences with cars	6	10	15	19	8	20
Persons struck by cars	4	4	6	6	3	4
Deraillments	11	3	16	35	12	10
On and off moving cars	12	14	11	30	20	20
Miscellaneous	21	27	28	51	33	55
Total	169	207	170	277	274	316
		D-38		D-107		D-42
	1924	1923				
Interferences with vehicles	430	492	14.4%	Decrease		
Collisions and interferences with cars	30	49	63.3%	Decrease		
Persons struck by cars	13	14	7.7%	Decrease		
Deraillments	39	48	23.1%	Decrease		
On and off moving cars	43	64	48.9%	Decrease		
Miscellaneous	92	133	44.5%	Decrease		
Total	647	800	23.6%	Decrease		

Issued in Office of General Superintendent, Los Angeles, July 1st, 1924.

S. A. BISHOP NEW PRESIDENT OF CLAIM AGENTS ASSN.

The 16th Annual Convention of the Pacific Claim Agents Association will be held in Los Angeles next July, according to word received from Spokane where this year's gathering took place a few days ago. The Association is composed of Claim Agents from the various electric railways throughout the western states and each year a four day convention is held at which the various complex problems of their vocation are discussed.

This year's gathering was attended by our Claim Agent, S. A. Bishop and C. M. McRoberts, Claim Agent of the Los Angeles Railway, to whose efforts the landing of next year's gathering in this city may be attributed.

Members of the association at the Spokane gathering did Mr. Bishop the honor of electing him President for the ensuing year. Their good judgment and Mr. Bishop's fitness for the high post is recognized and known by all who know "Sam."

FORESTER APPEALS TO GUARD AGAINST MOUNTAIN FIRES

Eighty per cent of last year's forest and brush fires were directly due to carelessness is the statement of Paul G. Redington, California District Forester, Department of Agriculture in an appeal to the public to exercise great care during the present fire season. He states that on account of the drought last winter the fire hazard has "caused September to exist in June and instead of having two months of what might be termed the 'serious fire season' we are facing four to five months this year."

His appeal further states that "the situation is being faced by a decreased State fire fighting organization, due to the failure of Congress to provide adequate funds with which to carry on the work. We are admittedly handicapped, but not conquered, and to overcome to as great extent as possible the odds against us we are appealing to the public, not only to help control fires when they start, but to use every precaution to keep them from starting. We ask every man, woman and child to be constantly on guard to not be the cause of starting a fire and to prevent, if possible, others from doing so."

"Our mountains are valuable. This has been brought out very forcibly by the quarantine and the drought. People even refused to comply with the regulations in their desire to get into the mountains. Stockmen were facing the ruination of their business and the starvation of their stock if the quarantine kept them out of the national forests. We need the nice cool places among the pines and big trees; we need the grazing for stock; we used the water for irrigation, power and domestic use. Fire will destroy them all. Every fire, no matter how small, causes an injury to some one of these uses."

He who serves best—profits most.

Freckles, Plus Talent Win Employee's Son Cinema Honors



Billie Butts, budding movie star.

EVEN the unwelcome freckle has its virtue, especially when its possessor is blessed with talent that can be displayed before a motion picture camera. For it is freckles, copious gobs of 'em, coupled with a natural talent, which is bringing young Bille Butts, son of Chas. A. Butts, Mechanical Department employee, to the front ranks of juvenile screen artists.

Young Billie has not yet reached his sixth anniversary and in the year and a half that he has been before the screen has appeared in some forty productions with increasing ability and success. He recently signed to appear in six pictures for the W. L. Winkler Comedy Feature Co. of New York City and with six other children will play a leading juvenile part.

The work of this winsome young man has received official commendation from movie authorities and he is now the protege of a well known developer of movie talent, who has hopes of bringing to him fame and fortune.

AUTO ACCIDENTS EXACT HUGE TOLL OF 17,000 ANNUALLY

With hardly more than a passing thought, except by the loved ones left behind, 17,000 persons lost their lives last year through automobile accidents, points out "Touring Topics" in its last issue. During the present year this useless slaughter has continued unabatingly and until the public mind awakens to the magnitude of this needless loss of life and all agencies contribute their best thought and action to the subject this woeful sacrifice of life will not only continue, but will increase each succeeding year.

"Should any one of the thousands of cities of 17,000 population," the article

PRIVATELY OWNED UTILITIES SERVE BEST, SAYS EDITOR

From many lands comes testimony that public operation of public utilities is a demonstrated failure and being abandoned as less efficient and more costly to the public than private operation. Facts in our own land confirm this, and one of these is that 600 publicly-owned electric plants have been passed back to private ownership during the last few years. There is steady increase, also, in the promotion of city-owned plants which buy their current from private stations finding it cheaper to do so than to generate it for themselves.

According to data gathered by the census bureau, the average rate for electric service furnished by plants owned by cities is more than double the average rate for the country at large. It appears also that the tax rate in cities which own and operate electric plants is four dollars higher than in cities served by privately owned and operated electric installations.

The incontestible truth appears to be that utilities operated by the public cost the people more, even when such services are furnished at cost than equal service supplied by private concerns which add to the cost their profits on the capital invested. According to most of the attractive theories fed to the people such service ought to be both better and cheaper than that given begrudgingly by hard-faced men who are not in business for altruistic ends. But the fact remains that private owners of public utilities give their business closer and more intelligent attention, get more efficient service from their employees, need fewer of them and are immensely more concerned to give the public satisfaction and its money's worth than managers of publicly-owned utilities are as a rule, or have ever been as far as known.

We must admit that it should not be so and conjecture that it will not always be so. But it is a fact of common knowledge and almost universal experience today that public operation is slack, lax, wasteful, and indifferent alike to cost and to the public need. Private ownership must satisfy the public in order to succeed. Publicly-owned and politically-operated utilities are under no such necessity.—Davenport (Iowa) Times.

states, "be obliterated suddenly by an earthquake, flood or tornado, the entire nation would be thrilled by a shock of horror. But the wiping out gradually of 17,000 lives through auto accidents causes comparatively little concern, except to the relatives and close friends of those fatally injured.

"What is the remedy? Laws? The statute books are filled with laws! Ordinances? The City Councils pass them nearly every day. Penalties? They are too light and fail to check offenders. The Public? It is too busy making money. Automobile Clubs and Safety organizations? They are bearing the brunt of the burden." and their efforts will be of little avail until the public mind halts, thinks and acts intelligently.

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES By Don Goldsworthy

The boys in the office have recently organized a ball club and to date have broken even in games played. Their first game with Barker Bros., resulted in a 10 to 0 victory, and their second game against the Featherstone Nine in a 10 to 8 defeat.

The first game was devoid of the sensational, except possibly for the base running of Geo. Jordan, who almost stole second twice. The second game, however, was a thriller, it was featured by Albert ("Bombo") Eurick's fielding. He played a great game, except for his one chance, where, with the bases full he ran in the wrong direction for a fly ball. Ed Uecher also missed a fly that he should have caught easily, when he calmly let the ball drop just behind him. Mike Levin came out of the game with a shiner when he collided with Featherstone's first baseman whom he found was not made of rubber.

The team recently elected Geo. Jordan Captain, and J. A. Bertelsen, Manager.

Oh boy! referring to Byron Billhardt's new son who arrived at the Pacific Hospital, July 11, 1924, weighing in at 6 lbs. 5 oz., Byron reports that both mother and son are doing fine.

Due to the recent resignation of Miss Ward, the following changes in personnel have come about:

Mrs. Dale succeeds Miss Ward (now Mrs. Johnson) as Head Stenographer, while Miss A. Beseman, Miss E. Comotofski, and Mrs. A. Symington received promotions in order. Miss Alice Allen is the new addition to the Bureau.

Mr. L. A. Lovell recently attended a convention of Auditors at San Francisco.

Briefs

Fred Vanasek—Another Nash—"40 per—Alhambra—"Good Morning Judge"—\$25.00.

Misses A. Strom—H. Hammel, and Mrs. Sodowsky, long tresses. The corner barbers—three of the best looking bobs. Note. This makes the Disbursements Bureau the first 100% bobbed.

George Chrystal—A birthday—some gifts—a little embarrassment.

Miss Ione Cowell—a diamond—no more.

C. W. "Chubby" Knight—a brand new suit—also shirt—likewise tie—and the title "The best dressed man in the office."

Bill Hamilton—Ford—40 mi. per, low—85 per high—Grand Ave. Hill, high, (according to Bill).

Vacations

Miss Catherine Fox—San Francisco.

L. E. St. John—Lake Tahoe.

Miss L. Hockenberry—San Francisco and Catalina.

Mrs. Irene Hurlburt—At Home.

Leo Becker—Lake Arrowhead.

G. Lamm—At Home.

W. Mathewson—Winnipeg, Canada.

Miss B. Bastian—At Home.

Miss Irene Falconer—Forrest Home and Murietta Hot Springs.

Miss V. Robinson—At Home.

Mrs. Mary Schneider—San Francisco by machine.

Miss Alice Ehlers—A camping trip, Santa Cruz, San Francisco, etc.

Mrs. R. Sodowsky—At Home.

J. A. Wood—At Home.

J. C. Saunders—Denver, Colorado.

EASTERN DIVISION NOTES By Oscar Gough

The red cars of Redlands have been replaced with modern twenty-five passenger motor coaches. Conductor J. W. Crouch operates the day coach and Motorman J. Millick the night one.

The Rubidoux line has been taken off in Riverside and hourly service put on Victoria and Brockton Avenues. D. E. Downs and H. Roberds are working the two runs on Victoria, while C. E. Ives and E. F. Cunningham are working the two runs on Brockton Avenue.

A one-man car is now being operated between Arlington and Corona. Motorman W.

C. Ader is working the day run and Motorman N. C. Davis the night one.

The service to Arrowhead Springs has been temporarily discontinued. Conductor B. F. Moore has taken the Highland run and Motorman Parkins is working a Colton local.

Conductor W. E. Massingale "bumped" Motorman Reynolds off days Urbita, and the latter took the night run.

Motorman H. A. Martin, after fifteen years faithful service on the local lines in Redlands, has taken the Eastern Division line car.

Some of our division have gone and returned, others are away at present and still others planning to go on their vacations. General Agent C. H. Jones and family are planning two weeks at the P. E. Camp; J. A. Severance has a sixty day leave of absence and will visit his old home in Boston and eastern Maine. Conductor Garner and wife spent the vacation period at the beaches and Catalina; Motorman E. F. White and wife went to the P. E. Camp for their vacation and Motorman W. H. Work vacationed in Arizona. Those away at present are: A. C. Bowles and wife, P. E. Camp; Conductor R. L. Patterson, hunting in northern part of state; Conductor E. F. Cunningham and wife, Jamestown, New York; Motorman James Connors, hunting in Oregon; Conductor Hanks and wife, old home in Wyoming; Motorman F. E. Lord and wife, Boston, Mass.; Trainmaster W. C. Monroe and wife, Olmstead, Ky.; Motorman D. W. Brown, camping in northern part of state; Conductor A. McLean, old home in Ontario, Canada; Conductor G. R. Attride, and family, by auto to northern part of state; Motorman H. W. Graham, Michigan.

Conductor Pierce and Motorman Cowley have moved to Macy Street. Sorry to lose them.

Asst. Superintendent F. E. Peachey has been off duty for a few days on account of Mrs. Peachey undergoing an operation at the Pomona Hospital. We are glad to hear that Mrs. Peachey is much improved. Mr. Foote, of Pomona, looked after affairs during Mr. Peachey's absence.

Their many friends will be glad to learn that Conductor R. A. Arensberg and Motorman Jack Bosley are much improved in health.

Motorman A. E. Kemp is in Camp, as Sergeant, with the 160th Infantry.

Motorman F. Hume has moved to Los Angeles and taken the 9:00 P.M. freight job in State Street yard.

O. J. Finley and Motorman K. Thompson attended the P. E. Rod & Gun Club Shoot at Los Cerritos on July 20th.

WESTERN TROLLEYGRAMS By E. C. Brown

Employees on the Western Division extend their deepest sympathy to Mr. Spencer of the Mechanical Department, who recently suffered a serious accident at Sherman.

Motorman H. Delmar, of Venice Short Line fame, is now working and enjoying himself on a Westgate one-man car.

J. V. Swartz, of the Mechanical Department, Sherman, is the proud father of a baby boy born July 25.

He said "Never!" but like all good bachelors, Paul Genson, of the Mechanical Department at Sherman, joined the ranks of the benedicts last week.

Conductor O. E. Roberts says he will never try whitewashing his house without a machine or hose spray. 'S'matter?

Conductor F. Coltra has been welcomed back on the job after his recent illness.

Those Siamese Twins, Conductors L. E. and N. R. Koch, are back to work after a vacation spent in touring Southern California.

Conductor H. G. Blakeney, Hill Street claims the record for having the largest family in California on his car from Allah to Redondo. There was mamma, papa and 24 children.

PASADENA PICKINS' By P. H. Riordan

Mr. Fess, of the Mechanical Department, who keeps the cars rolling at Mt. Lowe, was around Pasadena exhibiting a 25-lb. albacore. Fess says "it's all in knowing how."

Motorman J. M. Banard has returned to work after being on sick leave.

Many of our department are enjoying the vacation period: Mr. Rodenhouse is back at his desk after a trip to the Yosemite; Terminal Foreman Dorman has returned from his vacation in the North; Terminal Foreman Tibbetts, we understand, is spending his vacation at Venice; Motorman Montessi in the East; Roy Peterson touring the north by auto; Asst. Trainmaster Orr on fishing trip in North, and Conductor R. E. Riordan at the P. E. Camp.

SOUTHERN DIVISION NOTES By F. J. Oriva

Conductor H. Bennett, of Hawthorne Line, is working a one-man car from Hawthorne to El Segundo.

A 7½-pound baby girl arrived at the home of Conductor C. O. Pierson. Congratulations.

Motorman F. Longstreet, of Redondo Beach is on a ninety day leave-of-absence.

Motorman R. Gallop, of Redondo freight, bumped on a Hawthorne run. Says he is glad to be back in passenger work.

Buffalo, New York, has a Pacific Electric employee listed among its visitors. It is none other than our old friend Motorman T. C. Clifford, who will be away for sixty days.

Switchman P. J. Lockwood, of San Pedro is happy over the arrival of a 7½ pound baby girl at his house. Mother and son doing nicely.

Another Nash. Motorman M. DeLisle, of San Pedro did it.

Conductor A. R. Hraback, of Redondo Line, is breaking in as a Dispatcher.

Motorman G. Sushinsky, of San Pedro Line spent his vacation in San Francisco.

WAREHOUSE NOTES By Daniel Sanchez

The vacation period is now in full swing and the following shows the result it has had on this department: Irving Lipschultz John Dagleish and Lester A. Post and family at P. E. Camp; A. H. Ingold, two weeks at training camp; Deloye Skinner and Frank Salisbury, Tia Juana and Ensenada; Louis Lipschultz and Seymour Lipschultz at P. E. Camp; Peggy Johnson on an Idaho ranch. Foreman A. J. Gilbert is also away; whereabouts unknown.

The P. E. Family was also increased by arrivals in the homes of Earl V. Lowe and Juan Martinez. Congratulations!

We regret to announce the death of the wife of Foster Whitehead, Foreman of Shed 4. All the boys at the Freight House extend to him their deep sympathy in his sorrow.

True Love Always Bumps Along

The son who was much interested in boxing took his father to a boxing show one night, the son willingly paying the admission.

"Now," said the son when they were well seated, "you're gonna see more action for \$2 than you ever saw in all your life."

"I don't know, son," said the father, "\$2 was all I paid for my marriage license."



Nearing the End

"I am not going to talk long this evening," said the speaker. "I've been cured of that. The other night I was making a speech when a man entered the hall and took a seat right in the front row. I had not been talking an hour when I noticed he was becoming fidgety. Finally he arose and asked,

"Shay, how long you been lecturin'?"

"About four years, my friend," I replied.

"Well," he remarked, as he sat down, "I'll stick around; you must be near through."

"What is an angel, mother?" asked a 6-year-old.

"Why, my dear, an angel is a beautiful lady with wings who flies. But why do you ask?"

"Because I heard father call my governess an angel," replied the little boy.

"Oh," said the mother. "Well, dear you watch, and you will see her fly tomorrow."

Somewhat Handicapped

"Sam, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth?"

"Ah does, suh."

"Sam, what have you to say for yourself?"

"Well, Jedge, wif all dem limitations you have jes' put on me, Ah don't believe Ah has anything at all to say."

"Oh, what a cute little dolly; Does she say 'mama' when you squeeze her."

"Naw! My dolly's a modern doll! When you squeeze her, she says, 'oh, boy!'"

Bride (consulting cook-book)—"Oh my, that cake is burning and I can't take it out for five minutes yet!"—Jack o' Lantern.

We All Would

A buyer recently walked into a garage and said to the proprietor. "I would like to see a first-class second-hand car."

"So would I, brother," smilingly replied the proprietor.

It was during the impaneling of a jury in a New England town that the following colloquy occurred between the magistrate and a salesman:

"You are a property holder?"

"Yes, you honor."

"Married or single?"

"I have been married for five years, your honor."

"Have you formed or expressed any opinion?"

"Not for five years, your honor."

A Dayton, Ohio, man of a musical turn confided to a man from the east that his musical talent had once been the means of saving his life.

"How was that?" asked the Easterner, much interested.

"Why, there was a big flood in my town and when the water struck our house my father got on a bed and floated downstream."

"And you?"

"I accompanied him on the piano."—Everybody's Magazine.

Someone said that a man is just as big as the smallest thing he has done.

Not Guilty

An old negro went to the office of the commissioner of registration in a Missouri town and applied for registration papers.

"What's your name?" asked the official.

"George Washington," was the reply. "Well, George, are you the man who cut down the cherry-tree?"

"No, suh, I ain't de man. I ain't done no work for nigh onto a year."

Teacher: "An engine that cannot be moved of its own power is a stationary engine."

Willie: "I bet my dad doesn't know that, for he always calls his Ford engine some other name when it won't move."

Plenty

"How often does your road kill a man?" asked the Magistrate of the Railroad Guard. "Just once," replied the Guard.

An Intuitive Answer

Teacher—"In what battle did Gen. Wolfe, when hearing of victory, cry, 'I die hapy?'"

Johnny—"I think it was his last battle."

Nothing To It

Teacher (to boy sitting idly in school during writing time): "Henry, why are you not writing?"

Henry: "I ain't got no pen."

Teacher: "Where's your grammar?"

Henry: "She's dead."—Disston Crucible.

"Men are not what they think they are; but, what they think, they are."

"Sam, I'll give you a pint of Scotch if you'll hurry over to my house and get my grip. Hurry, now!

What! Haven't you gone yet?"

"Gone? Boss, I'se back!"

If he eats breakfast at a restaurant, she's...boss.

High Finance

Old Wash White is a good example of financial foolishness. When Wash's boss got back to the Delta from the North one day, he found the old man driving a fine young mule hitched to a handsome wagon.

Now Wash was a notoriously shiftless customer, and so his boss said to him:

"Where did you get that splendid turnout, Washington?"

"Ah done boughten it at Magnolia, sah," said Wash.

"How much did it cost you?"

"Ah done give ma note fo' \$200 for it, sah."

"Good gracious," said the boss "where do you expect to get \$200 to meet your note when it falls due?"

"Wash looked astonished and offended.

"Fo' de Lawd's sake, boss man," he said, "you sho'ly don't expeck me ter give mah note an' pay, too?"

Another Side To It

"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 my back collar button," moaned the victim.—Bison.

Long Haired Reformer—"Bobby, how often must I tell you to keep your eyes closed during prayer?"

Bobby—"Yessum; how'd you know I didn't?"

Cracklings

The hours I spend with thee, dear heart,

Are fraught with joy and bliss, although

At times I'd like to kick apart

My Radio, my Radio.

Each word a shriek, each song a blare,

But still I tune and tune in vain—

I listen in unto the end, and there

You screech again.

"B" batteries and ampliphone,

O tuning coil that makes me cross, I wish that I could cure your static

groan.

But you're a loss, sweetheart, a total loss.

—Paul J. Artale, in "The Chase."

All Out!

Mary—"E's so romantic! Whenever 'e speaks to me 'e always starts, "Fair lady—"

Bert—Oh, that's force of 'abit. 'E used to be a street car conductor.—Tit-Bits.

"I've never kissed a girl before," he said, removing the cigar from his vest pocket.

"They have machines now that tell when a man is lying. Ever see one?"

"See one! I married one."

"Mother, what made the Tower of Pisa lean?"

Stout Mother: "I don't know dear, or I'd take some myself."

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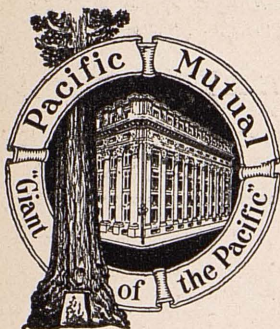
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
 At Close of Business
 March 31st, 1924.

ASSETS

Loans and Discounts	\$31,179,936.17
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Certificates of Indebtedness	3,677,434.06
Other Bonds, Stocks and Securities	1,208,939.94
Bank Premises	480,100.31
Customers' Liability on Letters of Credit	433,073.80
Customers' Liability on Account of Acceptances	134,522.76
Redemption Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	140,875.82
Cash on Hand	\$2,632,344.87
Due from Federal Reserve Bank of S. F.	3,003,859.36
Due from Banks	4,975,110.94
	10,611,315.17

\$49,441,198.03

LIABILITIES

Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided profits	642,418.24
	\$4,142,418.24

Reserved for Taxes	15,648.31
Reserved for Interest	99,254.71
Unearned Discount	61,960.32
Securities Borrowed	1,000,000.00
Letters of Credit	458,892.80
Acceptances Based on Imports	134,522.76
National Bank Notes Outstanding	1,500,000.00
Rediscounts with Federal Reserve Banks	850,000.00
DEPOSITS	41,178,500.89

\$49,441,198.03

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

THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

Corner of Fourth and Main Streets

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