



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 9

LOS ANGELES, CAL., JUNE 10, 1924

No. 1



When the fleet comes home!

## The Magazine's Ninth Birthday

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**N**INE years old today! The Magazine was brought into being nine years ago not without misgivings by its proposers, in view of the fact that two other publications had been attempted in the Pacific Electric organization in years previous and had perished.

But the concept of our present Magazine was entirely different from its predecessors, whose existence depended upon probable returns from advertising and were forced to compete in a magazine field wherein a great many publications had failed. Its predecessors had entered the realm of literature and fiction and attempted to rival in a small way some of the popular eastern publications, incidentally giving some matters of interest to employees within the railway organization.

From the beginning it has been the prime motive of the Magazine to present the affairs of our Company that would be of interest to employees; to create better acquaintance with each other's problems and lend kindly help in each other's affairs, that we, as an industrial family, might prosper; to become the house organ of our great railway system and our industrial family, containing news of interest to ourselves and to the communities we serve. We have sought to foster loyalty to our employing company, and create a more intensive interest in its affairs and well-being.

It is gratifying to know that the Magazine is received with interest by employees, that it finds a welcome place in the offices of Chambers of Commerce and newspapers of our territory and, judging from requests received, that it is read with interest by executives of other railways and many of its articles reprinted by the technical journals of our craft. As a publication we have not reached the heights to which we aspire, but we shall continue to strive.

The Magazine is produced monthly by the co-operative efforts of a large number of our officers and employees, and had it not been, and were it not now, for their untiring and unselfish devotion to its interests we should not have attained nine years of age, nor would the interest that now exists be manifested in its pages.

We are glad we are nine years old, hope to attain a great age and improve each succeeding year. If we interest you or prove helpful in any way we feel results well worthwhile have been accomplished.

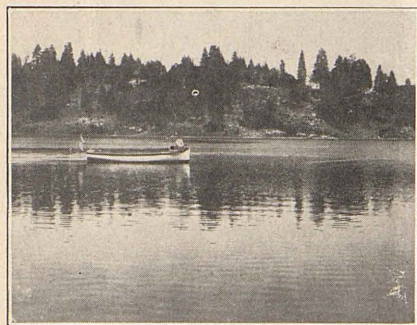
# Many Improvements to Greet Camp Visitors

More than \$17,000 Spent This Year in Beautifying and Betterments That Will Astonish and Please Vacation Camp Patrons

OUR mountain vacation camp began its 8th season on June 1st, and, unless one has visited the camp each of the seven years since its inauguration, it cannot be realized what changes and improvements have been made during that time.

1924 is not to lag behind the other years in the matter of betterments, as evidenced by the vast amount of work that has been and is still being accomplished for our pleasure and benefit in the mountain playground.

During 1923 the installation of two new dormitories of six rooms each was completed, together with the elimination of the necessity of taking bedding to camp, the cottages being fully stocked with sheets, comforts, spreads, pillows, etc., thereby provid-



ing everything necessary for house-keeping comfort with the exception of personal toilet articles that one would naturally take upon an outing.

A refrigerator plant was installed with the result that fresh meats and vegetables may be on hand at all times and kept in proper condition, and to conserve prepared food in order that camp operating economies might be put into effect. These economies tend to automatically reduce the charges to the patrons that would otherwise be necessary. Last year the dining room was enlarged so that at the present time 24 persons may be served at one time in a very comfortable manner, in addition to counter service as formerly rendered.

A boathouse site was purchased on the shore of Lake Arrowhead, a fine boathouse built, a large power launch acquired, as well as a number of rowboats for the diversion of our guests. The boathouse built last year, however, has been moved to a new location, nearer the Pacific Electric camp than it was before, making it much more convenient for the camp residents to avail themselves of the boats for pleasure rides or for fishing.

## Auto Popular

Those who attended camp last year remember with pleasure the outings offered on our new automobile sight-seeing truck which is maintained at the camp, and which was used very

frequently in providing excursions to scenic points adjacent, and for trips around the lake, and its use was especially enjoyable to elderly people and small children to whom hiking was out of the question, and the machine will also play its very valuable part in the coming years' pleasures. No charge is made for these trips.

A player-piano was added to the camp equipment last year, and the reasonably large library of music rolls installed at that time has been augmented with many new selections, so that music will again be a feature in our camp life.

Notwithstanding the dry weather experienced throughout this section during the past three years, our water supply at camp remains intact and ample, and to safeguard matters three large storage tanks were erected on the ground last year. Fire protection is adequate as piping is run to various sections of the grounds, and much improvement has been made in our water supply and distribution.

During last year some improvements were made in the building of stone retaining walls, cement work, and a bath house of sufficient size to take care of the needs of the camp were provided.

## This Year's Improvements

This year will mark the expenditure of approximately \$16,000.00 in camp betterments, bringing the total investment in the camp to approximately \$66,000.00, among which will be the construction of ten new two-room housekeeping cabins, completely furnished to accommodate four persons.

A survey was made of the grounds last fall, and a definite program adopted in landscaping the grounds, and grading for adequate cabin sites, so that in a few years, when our camp shall have reached a permanent character, the beauty of surroundings will have been preserved. The new cabins will be located, for the most part, in the center of the grounds upon the hillside to the rear of and to the right of the main auditorium building, and are designed, not only to be sightly in appearance, but very comfortable in any kind of weather and of sufficient size to properly house a family of four.

The former sanitary system of the camp has been abolished, a new system laid out for sewage disposal, and toilets located at both extremities and near the center of our grounds against the hillside; a far greater convenience for all residents upon the grounds.

The improvement, however, that will appeal most to the visitor at camp this year will be that of the grounds, through which driveways have been laid out and curbed in with stone, much retaining wall built, paths between cottages and to the center of activities made and curbed, and a large parking space set aside for

the convenience and use of all automobiles coming into camp, whether belonging to guests or employees. In order that the grounds may be kept in fine condition, all automobiles entering camp will be required to park in the space provided for that purpose, and will not be permitted at any other place in the grounds.

Additional rowboats have been purchased this year to supplement those acquired last year and the new purchase will do much to relieve the demands made upon their use last season.

Aside from additional house facilities of a permanent character that the future will undoubtedly bring forth, it does not now appear that anything will be lacking this year to bring the Pacific Electric Camp in the San Bernardino Mountains equal to, if not



superior, to any other established resort, so far as comfort for the resident is concerned. There are other resorts having more pretentious buildings and with a service in excess of that offered by the Pacific Electric Camp, but they only mean additional expense beyond that necessary to be borne by our employees, with no more real comfort, no better nor more wholesome surroundings, and by far no more beautiful spot than that occupied by our employees' resort.

Nothing is lacking in our camp to make the vacation of an employee complete. Everything has been provided necessary for his well-being, both in the matter of housing, bedding, food, sanitary comforts, recreation, diversion and entertainment, that could be found in any resort.

## No Profit Sought

It has always been and is now the purpose of the Company to operate the camp without profit, and a careful study of the charges proposed this year will show them most reasonable, and by comparison with other resorts of a similar nature, it will be seen conclusively that they are much lower for the accommodations furnished than may be found elsewhere in the mountains.

From the beginning it has been the idea of the management to provide a place in these beautiful mountains and endeavor to operate it at a cost that it would be possible for all our

employees who really love Nature to enjoy a vacation in its midst.

The Company from the beginning has absorbed a loss each year as an additional contribution to the pleasure of its employees, in addition to investing its capital in a resort purely for their benefit. The charges imposed each year have not been sufficient to meet the operating cost, and the prices quoted for meals are far below those charged by other mountain resorts.

#### Camp Visit Urged

It is to be hoped that in planning vacations during 1924, for the season beginning June 1st, and closing October 1st, as many employees as can possibly do so will avail themselves of the opportunity of visiting the P. E. Camp, if for no other purpose than to show their appreciation for what the Company is endeavoring to do for its employees in the way of rational, wholesome recreation and enjoyment. Increased patronage will be reflected in decreased charges. The camp is not intended as a money maker.

It is true that there are times when many of our employees cannot be spared from the service to enjoy their vacation in camp, but every effort will be made by the operating officials to grant vacation leaves to as many employees as they can possibly spare from time to time from the service.

#### Making Reservations

At this season of the year it is customary in each department of the Company to make up the vacation list, allotting time for vacation to each of their various employees as they find it consistent and possible to do.

If it is your desire to spend a vacation of not to exceed two weeks time at the Pacific Electric Camp for either yourself alone, or yourself and family, or for yourself and a reasonable number of guests, (if accommodations be available for them) you should apply to the Manager of the Pacific Electric Club, 431 South Hill Street, in person whenever possible, or by letter if it is not possible for you to call in person, and make a definite reservation for the accommodations you will need when visiting the camp. This is absolutely necessary in order that the proper accommodations be provided, and employees or their guests will not be received at the camp unless reservation has previously been made with the Manager and the Camp Superintendent notified by him of such reservation.

The cost of accommodations will be found elsewhere in this article, and it will be seen that the cost to employee and wholly dependent members of his family is less than that charged for guests which, it must be conceded, is perfectly right and fair, as this camp is not commercially operated in the strict sense of the word and guests are admitted only as a courtesy to our employees who have first call upon these accommodations.

#### Transportation

At the time reservation is made for camp accommodations, an order will be issued by the Manager of the Club

upon the Motor Transit Company for ticket, or tickets as may be necessary, for transportation between San Bernardino and Pacific Electric Camp. Passes will be provided for employees and wholly dependent members of family from any point on the system to San Bernardino, and application for this should be made through head of department in the regular manner



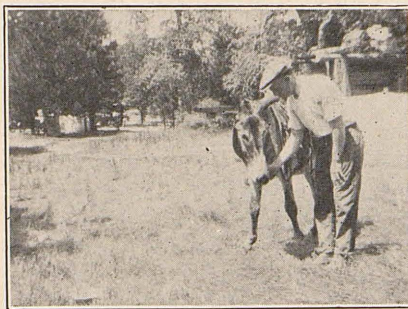
after reservation has been made at the Club. **Reservation should not be made at the Club until leave of absence has been granted by head of department.**

The Motor Transit Company at San Bernardino will carry Pacific Electric Employees at the following rates: \$2:50 round trip for adults; \$1.50 round trip for children 5 years or over and under 12, with no redemption of the portion of the unused round trip tickets.

Guests traveling with Pacific Electric employees must pay the full fare which is \$4.60 for round trip for adults and \$2.30 for children of 5 years or over, and under 12.

Pacific Electric employees will personally present to the Motor Transit Company office at 3rd and Arrowhead Avenue, San Bernardino, order for transportation endorsed by the Pacific Electric Club for the employee's authority for reduced rate.

The Motor Transit Co. will handle Pacific Electric employees to and from the Pacific Electric Camp only on Wednesdays, Saturday mornings and Sundays. On Wednesdays or Sundays employees may travel on either the morning or afternoon stages, but only on the morning stages on Saturdays. If you wish to travel



at any other time, than on the schedule as shown, full fare must be paid.

The baggage allowance for each person is thirty pounds and must consist strictly of clothing, toilet articles and personal effects. A fifteen pound baggage allowance consisting of the same articles is allowed each child.

**Remain on car at San Bernardino until car reaches Third and Arrow-**

**head Ave., the location of the auto line.**

#### Open June 1st to October 1st

Schedule as shown below is for Wednesdays and Sundays only. On Saturdays, the schedule is same as other days mentioned, except trips must be made in morning only:

#### Morning Schedule

Leave Los Angeles ..... 7:10 A.M.  
 Arrive San Bernardino.. 9:12 A.M.  
 Leave San Bernardino, 3rd & Arrowhead Ave., via Motor Transit ..... 10:00 A.M.  
 Arrive P. E. Camp..... 11:45 A.M.

#### Afternoon Schedule

Leave Los Angeles..... 3:25 P.M.  
 Arrive San Bernardino... 5:27 P.M.  
 Leave San Bernardino, 3rd & Arrowhead Ave. via Motor Transit ..... 5:45 P.M.  
 Arrive P. E. Camp..... 8:15 P.M.

#### From the Camp

Leave P. E. Camp..... 8:00 A.M.  
 Arrive San Bernardino, 3rd & Arrowhead Ave. 10:00 A.M.  
 Leave San Bernardino... 10:45 A.M.  
 Arrive Los Angeles..... 12:40 P.M.  
 Leave P. E. Camp..... 2:00 P.M.  
 Arrive San Bernardino, 3rd & Arrowhead Ave.. 3:50 P.M.  
 Leave San Bernardino... 4:00 P.M.  
 Arrive Los Angeles..... 6:00 P.M.

#### Vacation Periods

Vacation periods begin on any Wednesday or Sunday employee desires, but where employee uses private automobile in going to or from camp, the vacation period may begin any day and be of from one day to two weeks in duration. If a longer period than two weeks is desired, permission must be secured from Camp Manager.

Full charge will be made on all reservations, even if only a portion of the period so reserved is used by the applicant.

**It will not be permissible for an employee to bring guests into the camp, stay only a portion of the reservation time himself, and permit guests to remain after he has left the camp.** In other words, employee making reservations for himself and guest must remain in the camp with his guest for the full period of the reservation, or both depart at the same time.

#### Camping Sites

No space within the camp grounds is available for temporary camps. A few camp sites are available near the Pacific Electric Camp that may be used by automobile parties carrying their own camping equipment, but no camping or tenting will be permitted within the grounds of the camp.

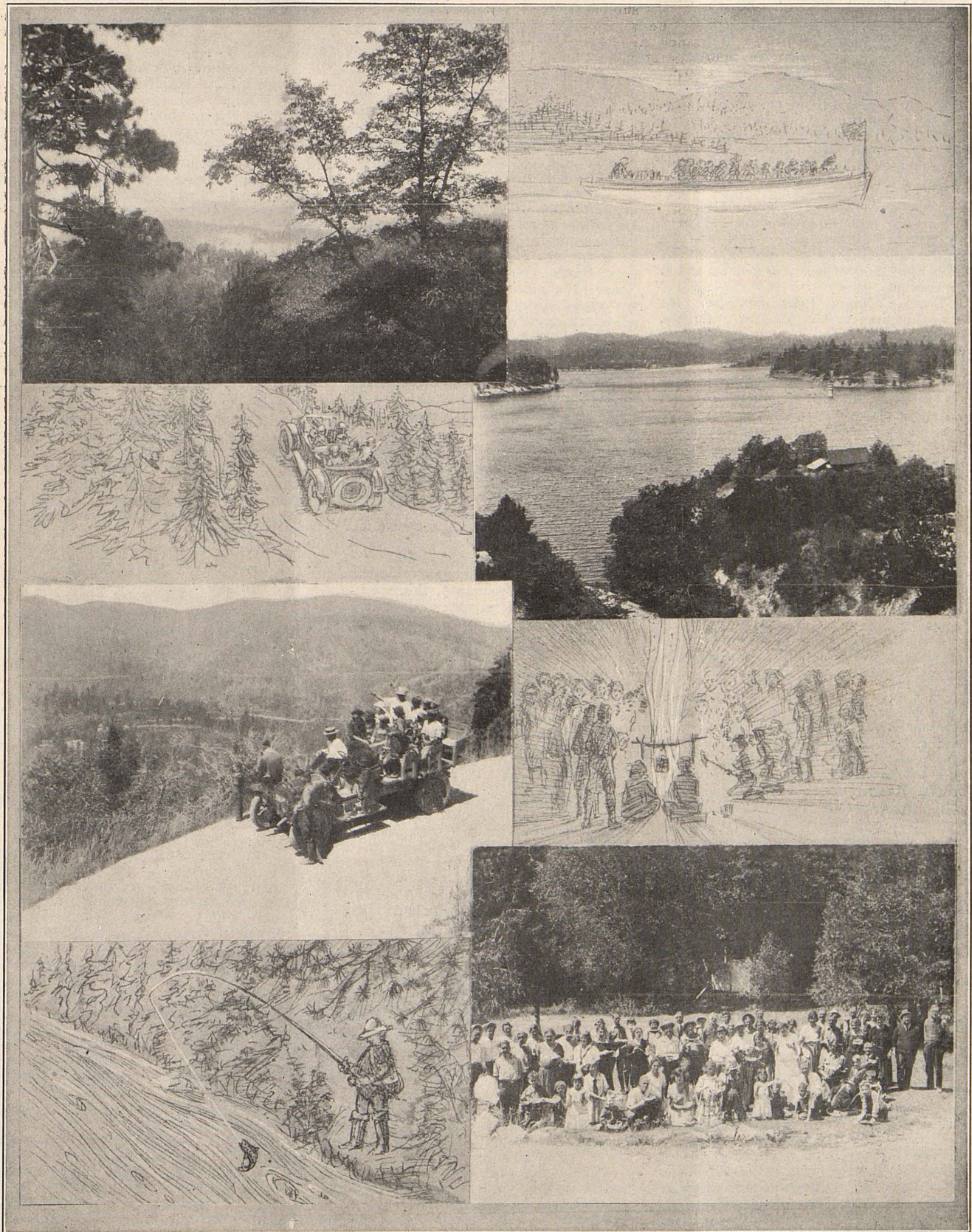
#### Fishing

Both boat and other fishing is permitted on Lake Arrowhead, with a few restrictions. Boats are provided for our own employees without charge, under reasonable regulations. Get your license before going to camp. Same may be secured at any sporting goods house for \$1.00. Also take your tackle, flies, salmon eggs or other bait.

#### Hunting

Hunting is not permitted at this season, and only ducks in season. The Camp is located in a game re-

# HAPPY HOURS AWAIT IN NATURE'S PLAYGROUND



More than 900 visitors enjoyed nature to its fullest last year at our mountain vacation playground. Designed only to cover operating expenses, the rates to employees and their families are considerably lower than to be found elsewhere in the mountains and all of us should plan to spend at least a part of our vacation there. Reservations are greater than ever before; make yours early.

serve. Firearms of any kind are not permitted. The law presumes that you are hunting if the Ranger or Game Warden finds a gun in your possession. Take none with you.

#### Supplies

Everything necessary for your subsistence while in camp may be purchased at the store maintained there. Profit is not sought in the sale of supplies to employees, it being desired only that the camp revenues may meet the cost of operation. Cooked foods may be purchased at the delicatessen, or meals taken at the cafe.

#### Camp Charges to Employees

For the new housekeeping cabins a charge of \$12.50 per week will be made for a family of four persons or less. No single persons will be taken in cabins.

Tent Cottage, fully equipped for housekeeping with kitchen utensils, beds and bedding for family of four persons or less, \$7.50 per week. Where family of wholly dependent members numbers more than four persons, lean-to shelter will be provided free of charge, adjoining the tent to take care of the two additional persons. If family consists of a total of more than six persons, all wholly dependent members of employee, additional tent will be provided at a cost of \$5.00 per week.

#### Guest Charges

Guests in housekeeping cabins, each, per week..... \$4.00  
Guests in tent cottages, each, per week ..... \$2.50  
Guests in dormitories, each per week ..... \$10.00  
Assignment of guests to dormitories at the discretion of the management.

#### Week-End Visits

Flat charge for housing accommodations, at the discretion of the management, for week-end visitors (arriving Saturday morning, leaving Sunday evening), including four meals will be \$4.00 for one person; or \$7.00 for two, where one double bed is used. The guest charge when accompanied by employee, for week-end stay will be \$5.50. Before going to camp for week-end visit, employee should first make reservation several days in advance the same as for regular vacation at the camp.

#### Cafe Charges to Employees

For employees: Breakfast 50 cents, Lunch 75 cents, Dinner 75 cents.  
For guests: Breakfast 75 cents, Lunch \$1.00, and Dinner \$1.00.  
Short orders may be obtained at reasonable hours at moderate rates.

#### Special Notice

Dogs or other pet animals not permitted in camp.  
The management reserves the right, for cause, to exclude or evict any or all persons.

The pleasures of a vacation in the mountains cannot be enumerated, for there are so many avenues through which one may find recreation and the joy of living, that it would be difficult to specify each particular pleasure.

In our San Bernardino Mountains, adjacent to camp, are many points of

## Eight Deaths to Date Since Group Plan of Insurance Began

**D**URING the past month two additional deaths occurred among employees, the families of both of whom received a measure of comfort in their sorrow by liberal payment of insurance from both the Group Plan and Mortuary Fund. These deaths marked the eighth which have occurred in our official family since the Group Plan went into effect on January 1st.

Russel H. Sherrill, employed at the local Freight House, passed away on May 13th from heart trouble, having been ill since early in February. His mother, Mrs. Carrie Sherrill was the beneficiary of a \$1500 Group Insurance policy and she also received a check from the P. E. Club for \$978 in payment of Mortuary Fund.

Percy C. Gray, Motorman on the Western Division, also ill with heart trouble since January 11th last, died on May 23rd, his wife, Mrs. Annie Gray, named as beneficiary, receiving a check for \$2500 Group Insurance and \$978 as Mortuary Fund payment.

In addition to the eight deaths which have occurred, three employees are now receiving \$51.75 monthly on account of disability which comes within the provisions of the Group Insurance policy, these payments to continue until \$1500 to each shall have been paid, or disability overcome. Upon returning to work the unpaid balance of the policy remains in effect, according to policy ruling.

It is with regret that we are called upon to chronicle the demise of any of our fellow employees, but there is gratification in knowing that by their wise provision in assuming the liberal insurance plan offered by the Company they have provided for the temporal need of their families.

We extend our sincere condolence to the bereaved families of our deceased fellow workers.

sight-seeing interest reached by good roads and trails.

The lake, with all the pleasures it offers, is closely available and affords bathing, fishing, boating, and other water sports.

Dancing parties both at the camp and nearby resorts offer diversion for those so desiring.

Camp fire reunions, weiner and marshmallow roasting and other similar diversions are enjoyed.

Motor coach parties to various points of interest will be run and all other similar joys of mountain vacation life are provided.

The amusement hall is the scene of

many merry gatherings during the evening hours.

Hammocks in shady nooks invite to repose and quiet, and the endeavor is made by the camp management to provide something to each taste for its residents.

Our mountain camp is especially delightful to children and their joys are safeguarded to every extent possible and here they may run free and almost untrammelled as their young fancies may dictate, although it is naturally presumed that youth will be kept within reasonable bounds, and the rights and pleasures of others safeguarded by proper parental restraint.

#### Sending Family Unaccompanied

In some cases it may not be possible for all of a family to be in camp at the same time, but those who are detained by active duty may rest assured that members of the family sent to our camp for vacation will receive every attention and courtesy.

It is the desire of the camp management to make the sojourn of all families and their guests a most pleasant occasion, and to endeavor to leave them as untrammelled as possible by rules and regulations, metes and bounds. It is necessary in the conduct of any enterprise to enforce certain fundamental rules in operation, but beyond this it is not the desire of the management to go.

Consideration for each other while in camp is the fundamental that will make a vacation most pleasant. To assist in making the other fellow's vacation an enjoyable one will return dividends in happiness to each of us and this should be the keynote of endeavor for all who visit the camp. All who go there should strive to get the largest limit of enjoyment out of our vacation, and while doing so, we should also assist the other fellow in getting his full quota.

## DISCONTINUE LOCAL CARS CLIFTON TO MANHATTAN

Local cars operated between Clifton and Manhattan Beach were discontinued on June 1st and henceforth local passengers between these two points will be served by the regular interurban trains, fares remaining unchanged.

In announcing the discontinuance it was stated that for more than a year this local service had been operated at a loss to the Company, but at the request of the communities served, cars were operated in the hope that enough business could be developed to warrant the service rendered. Failure to pay expenses resulted in the management applying to the Railroad Commission for its authority to discontinue the service, which body approved the application.

Through the district where local service will be discontinued the Pacific Electric operates twenty-two trains daily in both directions, the frequency of this service ranging from twenty-minutes during morning and evening rush hours to hourly service during midday and late evening.

# Catenary Versus Direct Type Suspension

Relative Merits of Each are Contrasted by Actual Performance Under Varied Conditions on Pacific Electric Lines

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

WHEN the earlier lines of the Pacific Electric Railway Company were constructed, the catenary system of overhead trolley suspension had not been developed, or at least introduced into the United States, and even so, there was no economic or operating necessity existing at that time which would have justified its use.

Briefly, the catenary system derives its name from the curve formed by a flexible strand or string when supported between two points and allowed to hang freely. Applied to trolley line construction, in its simplest form, it consists of a messenger cable, generally steel, supported on insulators. The trolley wire is suspended below the messenger cable by means of hangers at such intervals and of varying lengths to compensate for the sag in the messenger wire, in order to permit the trolley to hang practically horizontal.

There have been innumerable adaptations and modifications of the catenary system tried out since its introduction into the United States from abroad where the first installations were made, but the practice as considered standard on the lines of the Pacific Electric Railway has been found to be the most satisfactory in meeting the demands of an exceedingly diversified service with trolley wheel operation.

## Early History

The catenary system of construction was originally designed to overcome electrical and mechanical limitations of direct suspension construction in connection with high voltage single phase alternating current operated railways with bow and pantograph trolleys. The first single phase railway in the United States was the Indianapolis and Cincinnati Traction Company line between Indianapolis and Rushville, opened in 1904, operating with 3300-volts at the trolley and using catenary construction.

From its first introduction the advantages of the catenary type of construction were apparent, and was

gradually adapted to lines operated at low voltage direct current using trolley wheels for current collectors, wherever operating conditions economically justified its installations. In the earlier periods of electric railway operation and development, with its light equipment, short distances, slow speeds and low current demands, no occasion existed for the installation of the more expensive type of overhead construction, the direct suspension system fulfilling the requirements very satisfactorily. With the development of the interurban railway with its heavier equipment, including both passenger and freight, higher speed requirements, and increased electrical energy demands, catenary construction became more suitable and in numerous cases necessary. The Pacific Electric Railway Company gave the subject very serious consideration and very early adopted the policy of using the catenary system wherever practicable. Reference has been made to the operating advantages of catenary construction, but there is also the economic feature—its relative cost as compared with the simpler type of construction. Both of these phases will be discussed together.

ble, is 150 feet. Upon first thought it would appear that catenary construction should be the cheaper to install, but unfortunately up to recent years, the reverse was true.

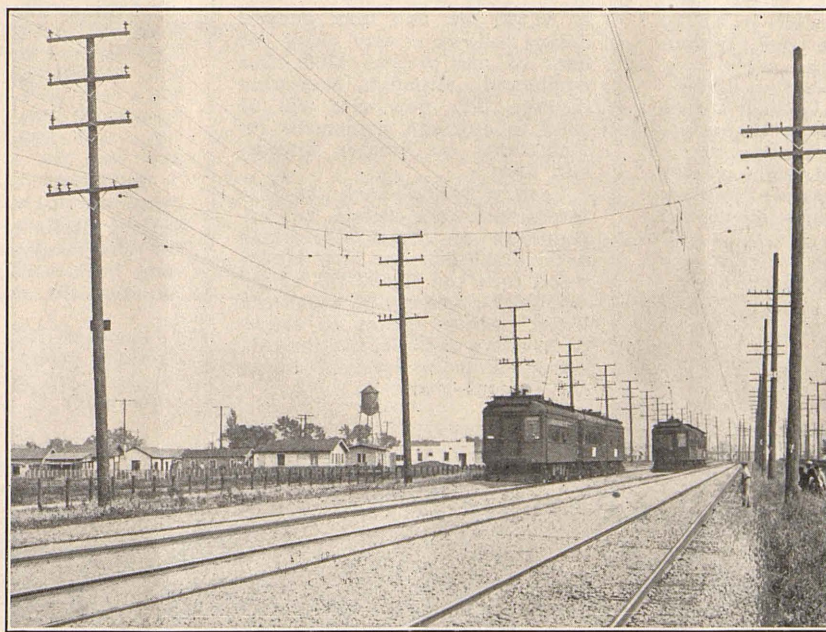
During the earlier periods of construction the cost of poles was relatively low, so that the additional materials required for catenary construction caused catenary installation to cost considerably in excess of direct construction, despite the use of a less number of poles. This differential has now disappeared due to the heavy increase in the cost of poles so that the relative cost feature is no longer a question. Both types of construction cost practically the same, all conditions being equal, but the operating advantages are incalculable in favor of catenary construction.

Catenary construction for all practical purposes eliminates the "hard" spots in the trolley wire and the consequent hammer blows and arcing due to the trolley wheel such as are experienced with direct suspension at the points of support, causing the trolley wire to crystallize and break.

When it is realized that in excess of 55 per cent of all the trolley breaks on the system are due to "crystallization" alone, this feature warrants consideration. With the additional points of support in the catenary system the trolley wire is held practically without a sag, thus eliminating the so-called "hard" spots to a large extent and reducing trolley breaks to a minimum.

## Maintenance Less

Catenary construction is less costly to maintain under normal conditions, permitting the use of higher operating voltage on the trolley wire, on account of providing better insulating qualities. Also higher speeds are obtainable without the trolley wheel leaving the wire. It provides the necessary flexibility of the contact wire for high speed pantograph operation and reduces the danger in case of a break, as the maximum length of



Standard catenary span construction.

In ordinary tangent or straight track suspension construction the poles supporting the overhead are spaced approximately 100 feet apart, whereas with tangent catenary construction, the standard pole spacing, due to the use of the messenger ca-

trolley wires which ordinarily would fall would be limited to the distance between hangers—15 feet.

While practically all of the older lines of the Pacific Electric were constructed with the direct suspension type of overhead, subsequent to the time of the adoption of the policy to install the catenary type of overhead suspension over all new main line extensions and replace the existing direct suspension construction in the case of all main lines requiring reconstruction on account of the pole lines having reached the end of their normal life, in excess of 159 single track miles of catenary construction have been installed.

The Lankershim line, constructed in 1911, was the first line of the Pacific Electric system to have the catenary system installed, and the Venice Short Line rebuilt in 1911, the first to be reconstructed with catenary. At the present time two sections of the Long Beach line involving six single track miles are being reconstructed for catenary operation. With the completion of these two gaps the overhead on the entire line between Dominguez Junction and North Long Beach will be entirely rebuilt. The Long Beach line was originally constructed in 1902, being one of the oldest of the system's lines.

#### Some Cow!

"Want ad" in the Wichita Falls Times—"For Sale—a full-blooded cow giving milk, three tons of hay, a lot of chickens and several stoves."

#### Some Safety Rhymes!

Here lie the remains of Percival Sapp. He drove his car with a girl in his lap. Lies slumbering here, one William Blake,

He heard the bell but had no brake. Beneath this stone lies William Raines. Ice on the hill, he had no chains. Here lies the body of William Jay; He died maintaining his right of way. John Smith lies here without his shoes. He drove his car while filled with booze.

Here's Mary Jane—but not alive— She made her Ford do thirty-five.

#### That's Different

"Pat, do you believe in socialism?"

"I do."

"If you had a million dollars would you give me half of it?"

"I would."

"And if you had a pig would you give me half of it?"

"I would not—you know I've got a pig."

It's always the man that "hasn't got a pig" that believes in socialism.

Binks: "What were Bill's last words?"

Banks: "He had none. His wife was with him until the end."

Wife: "Gee, I didn't know Lon Chaney was a football player?" —

Hubby: "Izzy?"

Wife: "Yep, he's the hunchback of Notre Dame."

## Hollywood Cars Arrive; Interurbans on Way

CONSIDERABLE new passenger equipment will shortly grace Pacific Electric lines throughout Southern California, as during the past month forty-eight new 600 type city cars were received and are now undergoing installation of electrical equipment at our Torrance shops. Word was also received of the shipment of the first fifteen on an order of fifty new 1100 interurban type cars from Hammond, Indiana, which upon arrival, will be placed in service after being electrically equipped.

The new Hollywood cars are practically duplicates of the present 600-class cars now engaged in that service, except for embodying some minor improvements. The fifty cost approximately \$1,000,000 and will be placed in operation at the rate of approximately four per week.

The new interurban cars are of a type somewhat different from any now in use by the Company and are so designed as to be fitted for service on practically any interurban line of the system. Among the outstanding features of these new cars is their all-steel body construction, unusually wide end vestibules of the enclosed type, two entrances, making possible simultaneous loading and unloading of passengers. They weigh approximately 87,500 lbs. and their general design follows closely along the lines of our present 1200 class equipment, although somewhat lighter. The new cars will be used to augment equipment requirements on various interurban lines.

Costing \$37,000 each the fifty interurban cars entail an expenditure of \$1,850,000, which with \$1,000,000 for the Hollywood cars and \$3,000,000 freight equipment, delivery of which will begin shortly, makes an aggregate outlay of \$5,850,000 for rolling stock to be received during the present year.

## ALL BONES OF OUR BODIES - NOT FOUND IN THE HEAD

The number of bones in the body are distributed, according to a scientific weekly, as follows: Our ears have six; the head (outside of face) has eight; the face has fourteen; there should be thirty-two teeth; the spine (with appurtenances) has twenty-six and so has the area of the chest; the legs and feet have sixty-two and hands and arms sixty-four, which, with eight unattached bones of the anatomy, gives a total of two hundred and forty-six.

## WEEK-END PARTY PLANNED AT CATALINA ON JULY 13

Arrangements are being made for the Employees' Second Annual Week-end Outing to Catalina in connection with the scheduled game of baseball between the Pacific Electric and the Catalina team on Sunday, July 13th. The Agents' Association will hold their Annual Outing at Catalina on the same date.

A special train will leave with the entire party on Saturday afternoon, July 12th and return trip will leave Avalon, Sunday afternoon. Final arrangements will be covered later by special bulletin.

Those who made this trip last year will recall the pleasant outing enjoyed by all in attendance and it is anticipated that even a larger crowd will take advantage of the opportunity presented for the second annual week-end at Catalina.

## WESTERN TROLLEYGRAMS

By E. C. Brown

There is added happiness in the home of Conductor H. G. Quedens, of Hill Street, since the arrival of Master Quedens, Jr. The mother and son (father too) are doing well.

Motorman H. A. Ruysers, of Sherman, has returned from Kansas City. His return trip was his honeymoon. Our congratulations are extended.

Listen folks, did you know we had a prospective Olympic Games "champ" right here in our own family? It is Conductor R. Purcell, of Hill Street Station, who, as a wrestler, has not yet met his equal. He has left for the east where he will enter the final tryouts to determine which man will be sent to Paris. The consensus of opinion is that Purcell will take the coveted prize.

B. Plant, the "Lost and Found Man" of the Western Division at Hill Street Station, is a frequent receiver of congratulations for his courteous and businesslike manner in which he handles the department.

Another Hill Street Conductor became a proud papa when P. D. Demarest, Jr., arrived at the home of Conductor P. D. Demarest.

Conductor C. D. Prescott returned from Redondo to Hill St. Station and now Redondo boys are seeking to follow his lead.

Motermen C. R. Johnson, and J. Heflin with their families are spending vacations in South Dakota and Missouri.

Conductor L. A. Walls claims "The Man Without a Country" has nothing on him because he is "A Man Without a Run."

Ocean Park Carhouse has one too. It is Conductor Tracy, who says that if he keeps on buying parts, he will soon have an entirely new car.



## EMPLOYEES AWAKEN TO AID GIVEN IN SCHOOL WORK

During the month of May, twenty-one members were enrolled through the Educational Department, this being the largest number registered since the beginning of this Department, and more than doubling the previous total enrollments. This is rather an exceptional showing for this time of year when the spring term of most of the schools is drawing to a close.

The largest showing was made at the local freight office where a large number of clerks and checkers entered.

A new class in Rates and Classification has just started at the Polytechnic Evening High School. This class is being taught by Mr. Hill our Educational Advisor and he urges that anyone interested in Freight Rates join at once.

Those who desire to enter summer classes should get in touch with our Educational Department so that arrangements can be made for their admission in the summer schools.

Arrangements are being made for a series of lectures on character analysis and psychology. This will give the trainmen and the employees common public contact an opportunity to study character. It is known that individual human character is shown in the shape of the head and face, the color of complexion and coarseness of the hair.

It is thought that course in memory training might also be adopted to help the trainmen remember the destinations of regular riders and not forget to let passengers off at the street or station they have asked for.

"Mr. Robert Samuel Fisher, is known in many states as one of the most inspirational speakers on the platform today" says Mr. Hill, "and plans are under way to secure him for a series of popular lectures in the Auditorium. The lectures will deal with health, character analysis, personal efficiency and other interesting subjects. The families will be included and all will enjoy a rare treat of both humor and valuable knowledge."

## Our Torrance Freight Car Hospital

By Willis M. Brooks

**T**HE engineers designing the new shops at Torrance provided trackage and facilities, shown in the accompanying photo, for freight car repairs. At the time ample space was allotted, but increase in freight traffic and new freight equipment added in the last two years have filled the B. O. tracks to capacity and created a vast amount of work to be performed on such cars.

J. E. Dickson, General Foreman of Freight Car Repairs, has charge of this work over the entire system, assisted at Torrance by W. T. Thomas, Foreman.

The number of crippled cars limping into this shop, where all heavy repairs and overhauls are made and the diversity of the damage is amazing, the following being an enumeration of the primary causes.

Take a 100,000 lb. capacity steel underframe box car weighing approximately 42,000 lbs. With a loaded car we have 142,000 lbs. The destructive force of this great weight traveling at six or eight miles an hour is tremendous. Bumping into a string of cars with brakes set would produce a shock akin to the discharge of a quantity of dynamite. And if the speed is in excess of that required for switching something is going to break and usually does.

Side swiping is a prolific source of damaged equipment and side swiped equipment presents some of the hardest problems the repairer has, in order to make effective repairs.

Dredges with clam shell dippers battering open top equipment like pile drivers, the equipment being the post.

Split switches are another source of damage. A split switch can ruin the running and braking gear of a car in a most artistic manner.

Of course, outside of B. O. cars damaged by accident there are the re-

pairs to be made caused by ordinary wear and tear. A pair of slid flat wheels to be changed, brakes adjusted, new brake shoes applied, journal bearings to be renewed, draft gear to be repaired, couplers repaired or renewed and the various other details of ordinary repairs.

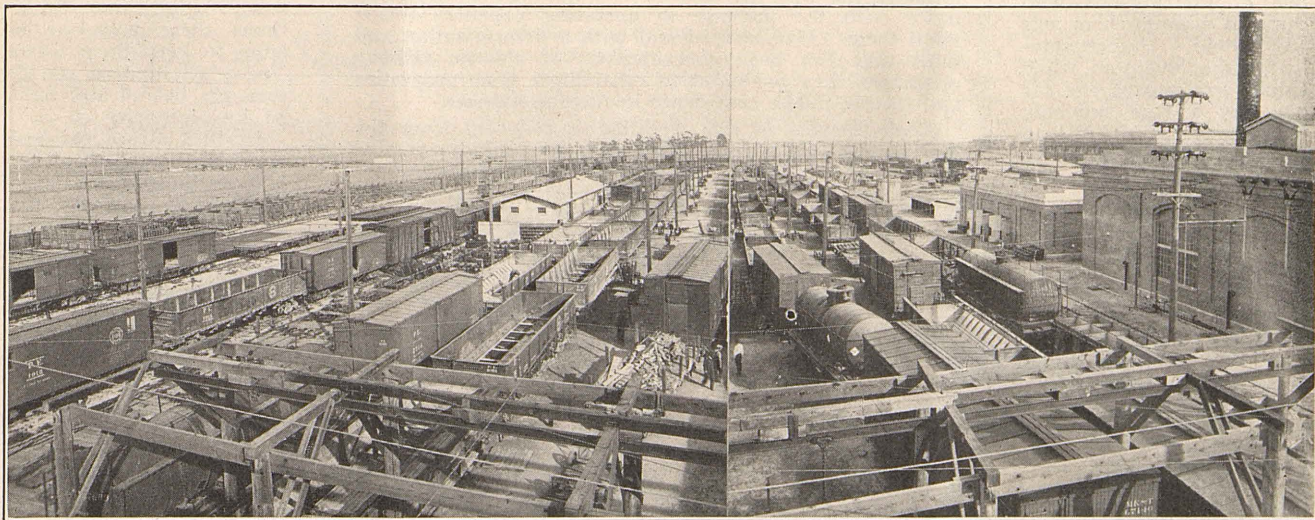
The freight car repairer, must, first of all be a mechanic, secondly he must have imagination and thirdly he must have ingenuity. It is a significant fact that a great number of master car builders obtained their apprenticeship in the freight car repair yards. He must be a mechanic for the reason that the American Railway Association, of which the Pacific Electric is a member, prescribes rigid rules governing freight car repairs and the repaired car must be turned out mechanically perfect.

An examination of wrecked cars coming into Torrance would bring the average man to abject surrender. The freight car repairer must have imagination for it is only by imagination that a method can be devised to reshape some of the bent and twisted steel cars and lastly he must have the ingenuity to work out the simplest and most economical means to make the actual repairs according to the method he has mentally devised.

As before stated all repairs are made under A. R. A. (formerly M. C. B.) rules by the terms of which the cost of such repairs due to ordinary wear and tear are billed against the owner. The clerical work involved in maintaining correct labor and material costs is considerable and constitutes a branch of railroad work in a class by itself, requiring an intimate knowledge of A. R. A. rules, prices, customs, etc.

During the month of May an average of 13½ cars per day were oaked and turned out of the Torrance shop.

The freight car repairer has a man's job and a most important post in the commercial life and progress of our country. The "Wheels of Commerce" reduced to prose are plain everyday 33 inch freight wheels, and it is the freight car repairer's business to keep the wheels turning.



During May an average of 13½ cars per day were repaired and sent on their way from our Torrance freight car repair yards. Rough handling still accounts for too large a share of bad order freight equipment.

# Industry Celebrates Thirty-Sixth Birthday

## Early Problems and Present Day Accomplishments are Recounted and Broadcasted Over the Radio on Recent Anniversary

**T**HE death knell of the old gray mare as a factor in the street railway business was sounded thirty-six years ago in Richmond, Virginia. For then the first commercially successful trolley in the history of the world was run.

The successful running of this first street car in the United States was under the guidance of Frank J. Sprague, who still lives in New York City. For more than fifty years inventors had been trying to make a trolley car run successfully.

Thomas Davenport of Brandon, Vt., a blacksmith, is generally credited with having made the first model of an electric railway. This was in the fall of 1835. He sat up a small circular railway in Springfield, Mass., and over it drove an electric magnetic engine. However, he did not make a commercial success of the proposition.

During the next fifty years many men, including Thomas A. Edison, Stephen D. Field, Henry Pincus, George Green, Leo Daft and many others made great improvements on Davenport's invention, and soon after the Richmond success, electric railway service was introduced in Washington, D. C.; Baltimore; Denver; Lima, Ohio; Kansas City and other places.

### Capitalists Cautious

Sprague experienced great difficulty in interesting capital in an electric railway. Some of his earlier tests were made in New York City and one of the persons who came to witness them was Jay Gould. Unfortunately for the inventors while Gould was aboard the car one day a fuse suddenly blew out. This mishap frightened Mr. Gould so badly that he attempted to jump from the car, and fearing that the contraption was dangerous, refused absolutely to aid in financing its development.

Because of the uncertainty as to whether the car finally set up in Richmond would run, a dark night was chosen for the test. It successfully negotiated a hill, but at the top of the hill it began to buck up. Sprague immediately ordered it stopped and in a loud voice told one of his assistants to go back to the car barn and obtain some "instruments" with which to put the car

into condition. When sightseers, tired of waiting, dispersed, the assistant returned with the "instruments"—four long-eared mules—and the car was dragged back to its starting point.

Much grief attached to the initial attempt to maintain a regular service on the line. Plenty of people were willing to ride, but the car would not be depended upon to run. When snow and sleet fell, particular difficulty was experienced in keeping the overhead trolley clear. One method used by Pat O'Shaughnessy, a mechanic was to climb on top of the car and sweep the icicles off the trolley wire with a broom.

The first cars in Richmond were run over a mud roadbed on rails, one-third the weight of present day rails.

made and when thirty cars were put in operation, the line was the sensation of the day.

News of the successful operation of the electric car in Richmond spread rapidly, and immediately demands went up all over the country for abandonment of horse cars in favor of electrically propelled cars. One of the interesting exhibits in possession of Mr. Sprague is a headline from a New Orleans paper printed in 1888 which says: "Lincoln set the Negroes free! Sprague has set the mule free! The long eared mule no more shall adorn our streets."

The great progress made in the United States in the next year in connection with electric railways attracted widespread attention, and in 1889 Mr. Sprague was called to Italy to install a road. Later he built a line in Germany. Within the next year or so, horse and cable cars disappeared rapidly and the overhead trolley system was almost universally adopted.

In the thirty-six years since this first car ran successfully in Richmond, great changes have come about in the electric railway business. During 1888 only a few hundred thousand persons were carried on electric railways and horse cars. More than sixteen billions were carried by electric railways during 1923, this being five hundred million more than were ever carried in a single year previously.

### Not Over-heated

In 1888 passengers kept warm by burying their feet in straw at the bottom of the cars. Sometimes there was one oil lamp to keep them warm. Today all modern electric cars are heated and lighted by electricity.

In 1888 street car rails were merely pieces of iron laid on light cross ties of wood, with the result that the ride was rough and jerky. Today, electric lines are built with heavy steel rails securely fastened to strong ties imbedded in firm ballast which insures a safe, comfortable ride.

In 1888 the cost of a horse car was only about \$1200. Today a modern city type electric car costs from \$12,000 to \$20,000.

In 1888 employees were paid as low as 75 cents a day. Today, employees' wages are from 500 to 700 per cent

## Six Billion Dollars are Invested and 500,000 Persons Employed

**O**N MAY 4th last the electric railway industry celebrated its thirty-sixth birthday following the first commercially successful electric line introduced in this country in Richmond, Virginia in 1888. Crude almost to the point of being indistinguishable as compared with modern day electric railway equipment, the little Richmond car furnished the incentive which brought about present day development of the industry. The timely article presented herewith, recently broadcasted over the radio at San Francisco, reviews briefly the problems which confronted the pioneers of the industry in the early stages of development, as well as explains some of the existing problems of today.

In recent years unfavorable legislation, perfection of the automobile and the World War created conditions which for a time threatened the future of electric railways in this country. Following the war many electric railways were in deplorable financial and physical condition, due largely to the narrow vision of legislators in refusing the lines permission to adjust fares commensurate with the increase in operating expenses thrust upon them. Undismayed and with a determination and faith that has been characteristic of electric railway operators, they set about to rehabilitate their properties and restore public confidence in their usefulness.

Their success in this direction is reflected from the fact that in 1923 electric railways in this country carried more than 16 billion passengers, a record heretofore unapproached. Today an investment of \$6,000,000,000 in electric railway facilities is devoted to the public service and the industry employs more than 500,000 persons, including only those directly employed. Happily the public seems convinced that electric cars are best adapted for the handling of mass transportation and the industry faces the future in better physical and financial condition than it has enjoyed for many years.

The road was not ballasted, wooden stringers simply being laid in dirt. Despite all of these drawbacks, the first round trip of a little over three miles was made in about an hour, much to the amazement of the Richmond residents. Gradual progress was

higher than they were thirty-six years ago.

Only one relic of the old horse days remains in the modern electric railway business. Because the horses' hoofs wore out the paving between the tracks, local transportation companies thirty-six years ago were compelled to pay for the paving. Although the modern car does not wear out this paving, in many communities the companies still are compelled to pay paving costs as they were when the horses wore out the pavement.

The motor car is proving a new feature in local transportation. Tests have proven that the electric railway car will remain the chief means of local transportation because it can carry large numbers of people more cheaply, comfortably and efficiently than the bus. However, there is a place in local transportation for the bus as a feeder to electric lines. The ideal transportation system is one where electric cars furnish the chief service and motor buses are used to supplement electric car service.

## ACCOUNTING DEPT. NOTES

By Don Goldsworthy

Miss E. Ward recently exhibited a very fine diamond confirming her engagement and received the best wishes of her many friends on the occasion. We understand the fortunate gentleman in the case is a L. A. man.

Miss Bettis in charge of the Calculation Department has been very busy lately with the work and method instructions for her bureau.

This Bureau is now graced by a new young lady, namely Miss Helen Ash, who has taken the position vacated by the resignation of Miss Jean Bailey.

Vacation time is again evident with the following absentees: Miss A. Strom, going to Pratville, Alabama, to visit her sister. B. F. Butler, a trip to Ventura by machine. Earle Moyer, a few days fishing off Redondo, but no catching. Miss Bernice Menefee, resting at home. Miss Helen Bettis, a lone day at the beach. Miss Ione Cowell, also at home. Mrs. R. Marley, at home.

S. W. Howe recently left on a business trip to the P. E. Vacation Home in connection with the opening of that resort for the summer.

The bobbed hair epidemic again has struck—here is the roll call: Miss Nellie Scott, Miss Margaret Taylor, Miss Edna Bare. All wear the style most becomingly.

## Tardy Warning

The ex-gob, now the father of trip-lets, proudly displayed his offspring to his bashful buddy.

"What do you think of them?" he chortled.

"Well," replied his buddy doubtfully "if I was you I think I'd keep that one there."

## Employee Offers Utility For Motorman's Aid



Motorman E. A. Montgomery demonstrating the utility of watch container originated by himself.

A LEATHER watch container which can be safely and conveniently worn on the forearm by Motormen while on duty is shortly to be marketed by the originator, E. A. Montgomery, Motorman employed in the Pasadena local service. The device is well made of leather into which is built two adjustable springs which fasten snugly over the forearm, as shown in the accompanying picture, and seems to have many merits to commend it.

Mr. Montgomery has worn one while on duty for the past six months and finds that it affords great convenience in always having the time visible. He points out that it eliminates the necessity of pulling a watch out of the pocket to check arrival at time-points, which frequently are in heavy congested district; that it eliminates vibration; in no way interferes with the operation of the car and precludes the possibility of loss through theft or leaving watch on car. While adapted for the use of all Motormen, it is particularly helpful to one-car Operators and motorbus drivers. When wearing overcoat or gloves its usefulness is all the more appreciated, and its adjustable springs insure a safe and snug fit.

Mr. Montgomery has applied for patent protection and hopes soon to be able to market his ingenious little device which he says can be sold at a very nominal price. He showed it and explained its utility features to F. L. Annable, General Superintendent and other officials last month, who commended him for having conceived the idea and concurred with him that it should prove helpful and convenient.

## MR. MELLON DEFINES THRIFT AND SHOWS HOW TO SAVE

Few persons are better qualified to give capable advice on the subject of thrift and its attendant possibilities than A. W. Mellon, Secretary of the United States Treasury, who through thriftiness and capability has acquired wealth rated as the third greatest in the United States. "How Other People Get Ahead" is the title of an excellent booklet issued recently by Mr. Mellon, the following excerpts from which we believe well worthy of repetition and practice:

Thrift means good management; vigorous growth. "Thrift is the best means of thriving."

Thrift means spending less than you earn; saving systematically. It does not mean that you should stop spending.

Thrift means securing interest on your savings. Money kept in hiding never earns anything. Put your money to work. You work for money; make it work for you.

Learn to know values; the value of your work; the value of the fruits of your labor. Investigate and study merchandise values. Know what you buy BEFORE you buy it. Read advertising. Get acquainted with brands and trade marks, and their significance. Weigh expenditures. Put on your thinking cap and keep it on.

The wise individual is he who so regulates his income and outgo that "emergencies" are provided for automatically. He knows the meaning of "peace of mind," because he has money laid by. His chin is up, his step is brisk, he is master—not the slave—of circumstances.

To get ahead you must have a SIMPLE and DEFINITE PLAN. HIT OR MISS METHODS WON'T DO; IN THE ACCUMULATION OF MONEY THEY ARE POSITIVELY FATAL. Do not read further until you see the truth of this statement.

Look ahead five years.

Thrift does not look toward the future alone. Thrift means better living NOW. Better foods, better clothes, greater enjoyment of recreations dividends from life itself. WHY? Because you have put your financial affairs on a sound basis.

To save part of what one earns is a vital element in a successful life. Savings are not only insurance against the turns of fortune, but also a means of seizing golden opportunities, which are so often lost through the lack of a small amount of capital.

There is no easy road or short cut to success. It means constant hard work and saving, and many sacrifices, but it is really worth them all through the ultimate feeling of accomplishment and the lasting happiness which it brings to its possessor.

A salesman, bringing his bride South on their honeymoon, visited a hotel where he boasted of the fine honey.

"Sambo," he said to the colored waiter. "Where's my honey?"

"Ah don' know, boss," replied Sambo, eyeing the lady cautiously. "She don' wuk here no mo'."

# Long Beach, "The Queen of the Pacific"

Regal in Appearance, Queenly in Her Bearing and Lavishly Supported  
By Her Many and Varied Industries

By J. O. BRISON, Publicity Secretary,  
Long Beach Chamber of Commerce.

THE story of the remarkable growth and development of Long Beach during the last ten years is one that taxes the imagination and vocabulary of the most ardent booster of California. The claim made that it is the fastest growing city in Southern California is borne out by published statistics that are available to all. The population has jumped from 18,000 in 1910 to 135,000 in 1924. A like increase is shown in every other department of the city's growth. It is no wonder the outsider finds difficulty in believing all that is said and half the stories written about the amazing growth of this "Wonder City," for the inhabitants do not understand it fully themselves. They have been too busily engaged in keeping pace with the city's abnormal development to study the reasons or analyze the causes sufficiently to give an answer to the question.

What is true of Long Beach is also true of practically the whole of Southern California. The attention and interest of the entire nation and immigration students of Europe has been attracted by the rush of population to Southern California. It is also freely predicted by those who have given the matter careful study the whole trend is not for a moment or for a season, but rather one of a solid and permanent nature.

## Visitor's Paradise

Long Beach has always received its full quota of the hordes of visitors to Southern California. With its six miles of long, sloping, south beach front, the most wonderful bathing beach on the Pacific Coast combined with its delightful climate, beautiful homes, and famous soft artesian water, it has become the Mecca of tourists and seekers for a place to establish a permanent home.

Long Beach is particularly fortunate in its transportation which includes water and land facilities. Water travel is handled by a number of coast-wise and trans-Pacific lines, Wrigley's steamers to Catalina, ferries to San Pedro and launch service to the Pacific fleet and nearby ports.

Two transcontinental railway lines, the Southern Pacific and Union Pacific, serve Long Beach. A third, the Santa Fe, is now seeking an entrance.

The great Pacific Electric System connects Long Beach with Los Angeles, Seal Beach, Wilmington, San Pedro port, and all adjoining cities. A regular train service is operated between Long Beach and Los Angeles every half hour on a 50-minute schedule, carrying an average of 11,800 passengers daily and 16,000 Sundays and holidays. The local electric lines operate twenty-four cars in Long Beach, carrying approximately 12,000 passengers daily. Long Beach is the only Southern California city, outside of Los Angeles, which has a direct P. E. service to the popular resort,

did bus system between Long Beach and Huntington Park on a like schedule. The freight service of the Pacific Electric in Long Beach serves approximately 85 industries and serves all local steam rail lines in yard and freight service.

When the city acquired approximately 1100 acres from the different water companies in 1911 on Signal Hill, little did they know they were purchasing what is now about one-sixth of one of the most spectacular oil fields in the world. The city contracted with private parties for developing two large leases on city-owned land, one of these approximately 37 acres on the eastern slope and the other 140 acres on the western slope of Signal Hill, both on a 40 per cent royalty basis. The first income from the city's royalties was \$5,209.75 in December, 1921. This income has been steadily increasing since that time by adding new wells on these two leases until for the month of March, 1924, the city's income was approximately \$185,000, making a total of more than a million and a quarter dollars up to the present time. As the present new development is more than offsetting the natural decline in production, an increasing amount is anticipated each month for some time to come. At the present time the city has 13 wells on production, 5 wells which are being deepened, 5 new wells now being drilled, and a future program of probably 10 more to be drilled.

## "Black Gold" at Industry's Door Insures Progress of City

ONE OF THE prime factors in the remarkable growth of Long Beach was the discovery of oil on Signal Hill in June, 1921. This now world famed knoll, located at the northeast city limits, had previously been devoted to truck gardening and with the bringing in of the "discovery well" the incentive for beginning what has developed into the nation's greatest oil field was supplied and started the city on its way to world fame and greatness.

Oil derricks sprang up in rapid succession, equal almost in number to the lettuce and turnip shoots which had grown on Signal Hill previously. Today there are approximately 530 derricks on the Hill, 380 of which are active producers, 140 actively drilling and 10 new rigs up preparing to start drilling operations.

Signal Hill now leads all of California's oil fields with a total production of 6,351,371 barrels in February, 1924, which volume was 100 per cent greater than that produced by Santa Fe Springs during the same month.

Interesting as is its oil history, Long Beach possesses much in addition to commend it as one of California's most progressive cities. Here is found the fourth largest city in California, with a present population of 135,000. Its climate and recreational offerings are sought by hordes of summer and winter visitors, expansive industrial districts preserve its economic balance and huge contemplated harbor improvements assure participation in the handling of this district's ever growing import and export tonnage.

Mt. Lowe. In all of the schedule advertising and special publicity in connection with the Mt. Lowe service, Long Beach receives prominent mention. The P. E. also operates a splen-

did bus system between Long Beach and Huntington Park on a like schedule. The freight service of the Pacific Electric in Long Beach serves approximately 85 industries and serves all local steam rail lines in yard and freight service.

## Nature Insured Climate

The climate of Long Beach is always mild and tropical in its nature, protected by the long range of San Gabriel Mountains on the north, the Santa Ana Mountains on the east, by the Palos Verdes range of hills on the west, and shielded on the south by Santa Catalina Islands twenty-three miles away. The city has never experienced any severe storms or extreme weather at any season of the year. The variation of temperature summer and winter is but ten degrees, 65 in summer and 55 in winter. The six miles of south front beach

# WHERE INDUSTRY AND LIFE'S JOYS BLEND



Long Beach, where industry, climate, pleasure and homey atmosphere have combined to make it the fourth largest city in California and seventh largest on Pacific Coast.

is straight and wide with beautiful clear white sand extending shoreward from the water's edge back several hundred feet, affording everywhere ample room for bathing parties to enjoy the comforts and pleasures of the sand while basking in the warm sunshine. There is practically no undertow anywhere on the beach to endanger the lives of its thousands of bathers who use the beach every day in the year. A corps of twenty-five experienced life-guards parole the beach, constantly on watch lest inexperienced swimmers get beyond their depth. The year 1923 closed without a single death from drowning.

It is possible on this long stretch of sandy beach and playground for one to enjoy this health-giving sunshine alone, unmolested, away from the throngs that crowd the central points on the beach, such as the famous Pike which is sometimes called "The Walk of a Thousand Lights."

Long Beach has the largest amusement zone of any single city on the Pacific Coast. The famous Pike, the center of this amusement zone, is known all over the world, rivaling in popularity the famous Boardwalk in Atlantic City. Though in contrast to the few months at Atlantic City, the Long Beach Pike is enjoyed by the thousands 365 days of the year. The delights of surf and still water bathing, together with the thrills of the racing coaster and various other Pike attractions, are equal to any in the world. The largest indoor, artificially heated, salt water plunge on the Pacific Coast is located on the Pike. Also a number of theatres offer the best in drama and pictures. More than \$10,000,000 is invested in amusements and more than 25,000,000 people yearly visit the Pike in Long Beach. Here the crowds assume the proportions of an Easter holiday and the spirit of a carnival afternoon or evening in availing of the wholesome amusements and attractions of all kinds and descriptions.

#### Active Civic Body

Long Beach takes pride in its Chamber of Commerce which is perhaps the most widely representative of all of the civic organizations. The Chamber of Commerce has a membership of 1800, owns its own beautiful building of Spanish architecture costing \$80,000, also the \$100,000 building site located on Ocean Boulevard in the heart of the city.

The city recently secured Herbert L. Clarke, the greatest solo cornetist in America according to Philip Sousa, to be the director of the Long Beach Municipal Band. This musical organization of thirty-five members under the able leadership of Mr. Clarke is conceded to be one of the very finest bands in America and is one of the latest and greatest assets the city has. The Band plays two free public concerts daily to thousands of visitors and school children from the Long Beach public schools.

Seventy-eight miles of paved streets and concrete sidewalks, lined with rows of wide-spreading date palm

## Why High Taxes? Every Twelve Workers Support One In Government Service

**M**R. FRED I. KENT, vice-president of the Bankers' Trust Company, makes the startling assertion that there are 2,700,000 employees on the pay rolls of the Federal and local governments in the United States, and 700,000 former employees drawing pensions. That's a total of 3,400,000 persons who are being provided by government with their living.

There are between 41 and 42 million persons in the United States "gainfully employed" (as the census puts it), so that in effect every group of twelve citizens having jobs of one sort or another is supporting one citizen in government.

Consider, moreover, that the amount paid for personal services, according to Mr. Kent's reckoning, by government—Federal, State, and local—represented 6½ per cent of the national income in 1922. This sum was nearly one-half that paid out in wages by all manufacturing plants in this country in 1921. This sum represented an average payment of \$91 by each person over ten years old engaged in a gainful occupation. Government costs money, and you pay it.

There is no such thing as waste of government money. It is our money that is wasted.

We supply every penny of it, and each of us knows better than anybody else how hard we have to work to get it. As Mr. Kent says:

"Men in the employ of the government are not producers, but they are consumers and they enter into competition with the regular citizenship for their food, clothing, and other requirements, and they use the proceeds of the taxes paid by such citizens to increase the cost of living to those who pay the taxes."

Of course we must have public employees and we must pay taxes, but when there are too many officials and more taxes paid than are needed to run the Government efficiently, it is we who bear the burden.

The prime concern of the United States is business. The biggest business enterprise in the country is the business of government in which we are all stockholders. It makes no money, and we pay its losses. It is to our interest to keep down its expenses and increase its efficiency. To do that we must give it our personal attention.—Collier's Weekly.

trees, and thirty-six miles of paved alleys contribute much in making Long Beach an unusually attractive home city. Every home, many of the five-room bungalow type located far back from the street, is a veritable flower garden the year round and a joy forever from the standpoint of civic beauty.

Millions have been spent in recent years on new modern schools and spacious, well-equipped playgrounds in the city's attempt to keep pace with the constant demands of a rapidly increasing population. A \$4,900,000 school bond election, to provide additional grounds and buildings, was held during 1923 and carried by the overwhelming vote of 19 to 1.

Just in recent months the city added to its recreational advantages a large tract of 750 acres, known as Recreation Park, near the heart of the city. This Municipal Recreation Park already is equipped with a splendid 18-hole public golf course where the great and near-great meet to compete for the honors in well-organized tournaments conducted by various clubs and under municipal Recreation Department auspices. A new municipal baseball park with grandstand and bleachers accommodating 6,000 fans has just been completed.

Another important and attractive phase of this municipal oil field development to the citizens of Long Beach is the surplus amount of gas developed which has made possible a

low gas rate and the recent purchase by the city of the Southern Counties Gas Company's complete Long Beach system and establishment of a 50c gas rate effective on about May 15, 1924. The present rate is 70c and was \$1.00 in 1921. This new 50c gas rate will mean an annual saving to the consumers in Long Beach of approximately \$500,000.

#### Harbor Development

Long Beach voters expressed their faith in the future of Long Beach in unmistakable terms on Thursday, May 8th, by rolling up a great majority of 18 to 1 for a \$5,000,000 bond issue for improvement of the Long Beach harbor. The vote showed the largest majority of any bond issue election ever held in Long Beach, with the exception of the 1923 school bond election for \$4,900,000.

City Engineer R. D. Van Alstine declares work is to be started on this great harbor development program within thirty days. "As soon as our plans and specifications for this improvement have been approved by the Federal Board of Government Engineers, we will begin work immediately," Mr. Van Alstine stated.

The passing of the \$5,000,000 bond issue has stirred the civic pride of the whole city and awakened a quicker interest in the future possibilities of the city than anything ever before experienced in Greater Long Beach. In voting the bond Long Beach is:

assured of the co-operation of the United States Government in building one of the greatest breakwaters ever planned, also a united harbor with that of Los Angeles is now assured which when completed will be one of the biggest and best ports in the world. It is freely predicted great industrial development and prosperity will follow in Long Beach as a result of this forward step.

It is estimated millions of dollars will be spent in harbor improvements such as docks, piers, great permanent warehouses, and industrial plants of every kind employing thousands of workmen who will bring their families to live in Long Beach. When commerce, industry, payrolls, and labor combine and band together for progress, permanent prosperity is certain to follow.

A great building program for Long Beach was started immediately following the great World War and has kept steadily increasing until the record in building permits for 1923 broke all previous records with a total of \$23,697,830. In the first two months of 1923 building permits in the amount of \$4,428,561 were issued. That record, however, was broken by the first two months in 1924 by a total of \$5,450,125. For the first three months of 1924 the building permits have reached the record sum of \$7,641,420 which is \$1,238,241 more than for the same period in 1923. This increase carried through the year would mean a total of more than \$30,000,000 for 1924. At present there is more construction work and building operations in progress and under contract being carried on by the city and private individuals than ever before in the history of Long Beach. Measured then, in terms of percentage of increase of building operations, the standard commonly used in all progressive cities, and in view of the amazing development in all of the other lines of community activity enumerated above, it can easily be seen Long Beach is now enjoying one of the most prosperous eras in its entire history.

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

As the Magazine goes to press there are sixteen of our members confined at the Pacific Hospital, 1329 South Grand Avenue. Visitors hours are from 2 to 4 P. M., and 7 to 8 P. M., and friends of these unfortunate ones are urged to call on them at the hours mentioned whenever an opportunity presents itself.

The names and departments are as follows: Blacksmiths Peter Brown and J. T. Caperton; Motormen E. H. Frieschman and H. C. Allison; Laborers J. Atilano, J. Jeronimo, E. Florido, S. Granado; Lineman Samuel Beckwith; Freight Car Repairer LeRoy Lloyd; Watchman C. L. Hickman; Machinist Michael Oriza, and Groundman T. J. Johnson of Electrical Dept.; Carpenter H. Snook; Condr. R. L. Wilson; and Clerk H. A. Meisner of the Auditor's Office.

Miss Lenore Wilson has been transferred from the Torrance Emerg-

## Yes, We Run After Performance



The first transportation medium in San Bernardino introduced in 1887

**"H**ALT Bedelia, let us pose for a picture and record for posterity the march of progress which took place when we came into being as a transportation medium," might have been the thoughts of the driver of the above weird contraption upon its inauguration just thirty-seven years ago in San Bernardino.

Greeted with marked satisfaction as another onward step in that age, the accompanying affair was operated west on Third Street, past the Santa Fe Station and on to Colton via Mt. Vernon Avenue. Early in 1888 another line was established running north on "E" Street from Third to what is now about Sixteenth St. It was known at that time as "Hooper-ville" because the home of W. S. Hooper was at the end of the road.

H. M. Barton was President of the company and I. H. Curtis, Superintendent. Lewis Slater was driver, mechanic, conductor and stable manager until August, 1888 when George S. Scott took over the reins and its score of attendant duties.

General Superintendent Annable, relates experiences on this line wherein the drivers were so courteous that they would stop the car at stores along the line and permit the patron to go in and make a purchase while the "train" waited for him. Another practice of that age was the manner in which the cars were utilized during the rainy weather. In order to cross the muddy streets, school children used a foot plank from the sidewalk to the car and the obliging

ency hospital to the Medical Department in Los Angeles where she succeeded Mrs. Lulu B. Worley whose illness has necessitated her foregoing any further work in the department. Miss Wilson's successor is Miss Josephine Leppie.

driver-conductor would stop long enough to enable the children to walk through his car and take the plank to the other side of the street to get to the other sidewalk. Service, we'll say.

There was little or no "overhead" expense, but returns were insufficient and the lines were abandoned long before the advent of electric service in this district on account of being unprofitable.

The picture was furnished through the courtesy of W. A. McCammond, General Agent, Real Estate, Taxes & Resorts Dept.

#### TABLOID HISTORY

The original Indian name of Los Angeles was Yang-na, the village being located near the corner of Commercial and Alameda Streets. The correct Spanish name of Los Angeles is El Pueblo de Nuestra Senora la Reina de Los Angeles, which, translated into English, means The City of Our Lady Queen of the Angels.

The Spanish explorer, Cabrillo, was the first white man to land in this territory in 1542. Spain established a chain of Franciscan Missions, under the charge of Junipero Serra, 1769-1784. San Gabriel was founded in 1771.

Los Angeles was entered first by white men, August 2, 1769, and named by Governor Portoa. It was founded as a pueblo by Governor Felipe de Neve, September 4, 1781, with eleven families of settlers brought up from Mexico as colonists.

It grew very slowly.

In 1810, the population was 365. At the time of American occupation in 1850, the population was 1,610. Los Angeles was, at that time, the capital of the province and was the last place to surrender to the United States. The growing of oranges began on the Wolfskin Ranch in 1850.

# 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, May 7, 1924, at 2:00 P. M. The following members were absent; A. E. Norrbom; L. H. Covell, H. A. Wilkerson; Leo Burster; George W. Potter; H. C. Bidwell; Roy Mankins; C. Ross; J. A. Bertelsen; Frank Patterson; L. J. Bush; S. A. Bishop and S. H. Anderson.

### Club Fund

Balance 4-1-24	\$ 314.14
Receipts	1,171.25

Total	\$1,485.39
Expense	1,239.31

Balance 4-31-24	\$ 246.08
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### Relief Fund

Balance 4-1-24	\$220.95
Receipts	439.73

Total	\$660.68
Paid Out	383.75

Balance 4-31-24	\$276.93
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### Unfinished Business

Mr. Vickrey was notified by the Metropolitan Life Insurance Company that very shortly a list will be furnished stating the various towns in which Nursing service is maintained.

Mr. Manley stated that the railing along the front of the balcony in the Auditorium is high enough for the purpose for which it is intended and that it was almost impossible to erect additional railing which would be strong enough to serve the purpose. Parents are expected to guard their children from the danger of falling over this wooden railing which is now in place.

Mr. Pierce made a request for a railing in the stairway leading up into the balcony. He was asked to investigate with Mr. Manley and make a report on the possibility of its being adjusted and the benefit of such an additional feature.

Mr. Thorburn stated that a bulletin has gone out to all the Heads of Departments requesting that the Club Cards of all Club Members be turned in at the time that an employee leaves the services of the Company.

Employees who live out of town will be given passes to attend night schools if the matter is taken up with their Foreman. This is not charged against their regular allowance of passes.

Mr. Vickrey stated that the matter of a telephone for the use of Trainmen at 6th and Main is being taken up and an early report will be made.

The Members of the Executive Committee after discussing the various dates available for the Employees Annual Picnic at Redondo Beach voted to hold it on August 16, 1924.

## Club Movie Program

**Friday, June 13:**  
Thomas Meighan in "The Confidence Man."  
Comedy, "No Loafing."

**Friday, June 20:**  
Walter Heirs in "Fair Week."  
Christie comedy, "Busy Bodies," and Clyde Cook in "The Misfit."

**Friday, June 27:**  
Main feature, "The Breaking Point," with Nita Naldi.  
Mermaid comedy, "Wide Open."

**Friday, July 4:**  
Main feature, Leatrice Joy and Rod La Rocque in "Triumph."  
Cameo comedy, "Bargain Day."

**Friday, July 11:**  
Main Feature, "Bluff," with Agnes Ayres.  
Christie comedy, "Safe and Sane" and Cameo comedy, "Dusty Dollars."

### New Business

Mr. Huppert made a request for a flag pole to be erected at Torrance. Mr. Thorburn replied that this was a worthy suggestion and that he would look into the matter. Mr. Spencer asked for a flag to be used at Sherman and was told that one would be furnished if the proper requisition was sent in for it.

Mr. Delmar stated that many of the men at Ocean Park have not been supplied with their Mortuary Cards and suggested that a new issue be made to everyone who is a member. Mr. Thorburn replied that the matter of new and more efficient Mortuary blanks is now being considered and that this matter will be attended to later.

The subject of the use of the Club Rooms at San Bernardino by the Mechanical Department was discussed and it was decided that the men from the Mechanical Department were welcome to join in the games when they found time to visit the Club Rooms, but that the number of tables and the equipment necessitated the men joining in with several others in a game which might be in progress at the time that they entered the Rooms.

Mr. McCall stated that the new benches which have been made by the Mechanical Department at Torrance were shipped on May 6th, and will arrive in due time.

Mr. Allen asked concerning the proper method to pursue in case of injury of men at the Torrance shops. Mr. Thorburn stated that in case of sickness the Foreman or Nurse could give the proper information, but in an

## P. E. CLUB BULLETIN

June 10 to July 11, 1924

**Tuesday, June 10:**  
P. E. Masonic Club, Auditorium, 8 P. M.

**Wednesday, June 11:**  
Rod & Gun Club, 8:30 P. M.

**Thursday, June 12:**  
Club Dance, Auditorium, 8:30 P. M.

**Friday, June 13:**  
Picture Show, Auditorium, 7:45 P. M.

**Saturday, June 14:**  
Agents Meeting, 8:00 P. M.

**Monday, June 16:**  
P. E. Band Rehearsal, 8:00 P. M.  
P. E. Chorus Rehearsal, 8:00 P. M.

**Tuesday, June 17:**  
Northern Division Safety Meeting, 2:00 P. M.

**Wednesday, June 18:**  
Western and Southern Divisions Trainmen's meeting 8:00 P. M.

**Thursday, June 19:**  
Club Dance, Auditorium, 8:30 P. M.

**Friday, June 20:**  
General Staff meeting, 10:00 A. M.  
Picture Show, Auditorium, 7:45 P. M.

**Monday, June 23:**  
P. E. Band rehearsal, 8:00 P. M.  
P. E. Chorus rehearsal, 8:00 P. M.

**Thursday, June 26:**  
Club Dance, Auditorium, 8:30 P. M.

**Friday, June 27:**  
Picture Show, Auditorium, 7:45 P. M.

**Monday, June 30:**  
P. E. Band rehearsal, 8:00 P. M.  
P. E. Chorus rehearsal, 8:00 P. M.

**Wednesday, July 2:**  
Executive Committee meeting, Assembly Hall, 2:00 P. M.

**Thursday, July 3:**  
Club Dances will be discontinued for the Summer.  
Southern Division Safety meeting, 2:00 P. M.

**Friday, July 4:**  
Picture Show, Auditorium, 7:45 P. M.

**Monday, July 7:**  
P. E. Band rehearsal, 8:00 P. M.  
P. E. Chorus rehearsal, 8:00 P. M.

**Tuesday, July 8:**  
P. E. Masonic Club, Auditorium, 8:00 P. M.

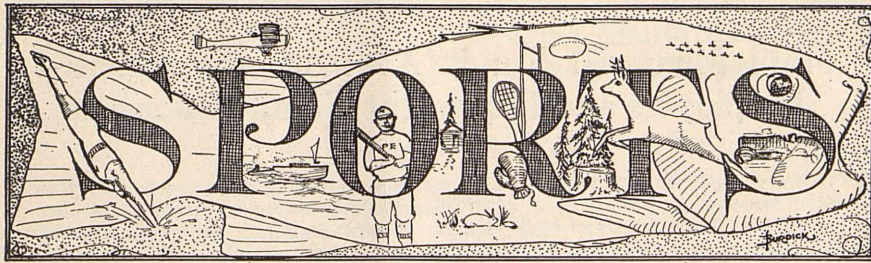
**Friday, July 11:**  
Picture Show, Auditorium, 7:45 P. M.

### Taking No Chance

A school boy at lunch time entered a grocery store and said to the clerk: "Take this order: Ten pounds of sugar at 6 cents; 11 pounds coffee at 25 cents; 8 pounds tea at 30 cents. Add that up. How much is it?" The clerk replied: "\$5.75." "Are you sure?" asked the boy. "Of course I am sure." The boy thanked him and said, "That's my arithmetic lesson for tomorrow."

emergency case a private automobile should be used to bring the injured man to Los Angeles and the Medical Department will settle for the use of the car.





## Sportsmen Plan a Busy Month

### Many Outings on Calendar for June Pleasure. Lose at Competitive Marksmen Shoot

By J. M. GOEPFERT, P. E. Rod & Gun Club

A LARGE gathering of members of the P. E. Rod & Gun Club assembled at their club headquarters on Wednesday evening, May 14th for a few hours of amusements and sportsman chatter. This meeting carried with it a promise of something unusual in the way of entertainment, and that "something new spirit," which is ever active in every sportsman brought the members out in expectant mood. Well, we had it—just wait and we will tell you about it later.

At 8:15 p. m. all assembled in the Auditorium where the regular routine of business was quickly rushed through so that we might "linger a while" on the subject of new business. Everybody had something new; it seemed, that the "go-and-get-them" spirit, Nature's call, the lure of the mountains, the streams and the sea shore, were all prevalent.

#### Developments Begin

After choosing sides the Fishermen won and took the floor. They organized a grunion catching party under the leadership of K. L. Oefinger. Deep sea fishing parties—two if you please—were arranged. The grunion sharks had their outing May 20th, the deep sea nimrods set their date for May 25th. The former at this writing have not been heard from, but the latter—Holy Mackerel and Barracuda!—we will tell you about them later.

Lest we forget! On July 4th a caravan of "Fish Feeders" will leave some seaport for a three day's cruise to and about Santa Cruz Island. This trip will be one of the events of the season. J. W. May will pilot the schooner; make your reservations early and avoid the rush. It is estimated that \$15.00 per person will cover the bill for the trip—it's cheap, boys.

Simultaneously an army of "surfers" (Fish Catchers), will leave Los Angeles via the land route for some point south of Oceanside for a three days' beach outing. This crowd will be in charge of J. M. Goepfert (Jake), see him at the regular meeting for particulars. Wish to say in passing that this is not a stag party—the ladies are cordially invited. We need them in camp. After camp is set it will be christened the "Whoo-hoo-yoo Camp." This is an Indian name meaning "The

women do the work" and the men do the fishing. A dinner bell will be placed at some convenient place so that the men can be called for all meals. Again, we extend the ladies a cordial invitation.

A few fish catching stories finished the first heat of the evening's discussions.

#### Some Fish Yarns!

L. R. Spafford, after getting over his seasickness, caused by listening to fishing trips, etc., took the floor in behalf of the shooters. In a masterly way he laid his plans for the next shoot at Los Cerritos May 18th. But the boy had something under his col-

### P. E. Bowling Team Wins Honors

A BOWLING team composed of Pacific Electric employees made a most creditable showing last month when in a competitive meet with 173 teams from all sections of the Pacific Coast it finished with fifteenth honors. The occasion was the annual tournament of the Pacific Coast Bowling Association, the event being held in Venice with teams entered as far as Vancouver.

Our team contested in the three scheduled games of the tournament and finished with a total pin score of 2619. The membership of the team was composed of the following: Frank Roder, M. Morgan, D. Clannin; Francis Brehme; Pete Neise and L. H. Covell, Captain. Frank Roder was the star of the Pacific Electric team, rolling up a high score of 237 and bowled at a consistent pace throughout the event. Out of some twenty teams entered from Southern California only two bettered the score of our team and the highly rated Gene Murphy and Harold Lloyd teams both rolled lower scores than that of the Pacific Electric five.

lar that was hurting him and he hardly knew how to get rid of it. However, LeRoy is a diplomat and he finally came to the sore spot.

He told us how the Foot Hill Club team beat the P. E. Rod & Gun Club team in a competitive shoot on the former's grounds. The score on a 50 event shoot stood about 12 birds in favor of the winners; but he said, says he "wait till they show up at our Club May 18th—we'll chase them around in the dry foxtail and keep them scratching."

After the regular prize drawing contest adjournment was taken to the assembly hall where Max Schuring so ably presented his entertainers. The entertainment consisted of a run of comic reels, followed by our talented story teller, Chief Miller. Those of you who have never heard Mr. Miller relate his life experiences, I say, you certainly missed a treat. From an educational standpoint they are brain food and in theory they are practicable. Nuf sed!

The ventriloquist stunt staged by Haskel, Foyle and Hail contained many a knockout blow, while Max Schuring's artistic temperament did much to entertain the boys. But why talk about all the fun we had? Drop in at some of these meetings and get an ear full.

We promised a come back on the deep sea fisherman. We learned recently that our old sport, Jim Clark, fasted for two days prior to taking this trip. He always has boasted that he never got sea sick. Well, every sport has his day and this was Jim's day. Jim admits now that it is better to eat than not to—sure, James, you can catch more fish on a full stomach than on an empty one and the reaction is not so severe. The boys, some 35 in number, reported a good catch for the day and had a pleasant outing. It's a great tonic—take it once a month after meals.

#### With the Shooters

On May 18th we staged our regular monthly shoot at the Club grounds at Los Cerritos a large attendance of members, their families and friends were present. Weather conditions were ideal for a shoot; some forty shooters participated in the sport and from 9:30 a. m. to 3:30 p. m. we kept the birds on the wing throwing some 3300 of them from our trap.

The main event of the day was the competitive shoot, 50 bird event, between the P. E. Rod & Gun Club Team and the Foot Hill Gun Club Team, the 1st 25 bird event stood 3 birds in favor of the Foot Hill Club. P. E. Club 113 out of 125, Foot Hill Club 116 out of 125, the second 25 bird event stood a tie both clubs 111 out of 125 birds thrown; we should worry come again Foot Hill we like your style and congratulate you.

The next monthly shoot of the P. E. Rod & Gun Club will be held at Los Cerritos on June 15th. Let us all be present on this day and have a real shooter reunion.

Do not forget the regular Club meeting June 11th. This meeting will feature one of our famous rabbit feeds, so come in time. All the eats you can handle will be on hand.

## 3500 MILES OF RAILWAY ARE ABANDONED SINCE 1916

The total mileage of railways in the United States has declined about 3500 miles within the last eight years, said the Railway Age recently in commenting on the effects that will be produced by the contemplated abandonment of the Chicago Peoria and St. Louis, a railway of 245 miles in Illinois.

"It is generally known that a large mileage of railways has been torn up in the United States within recent years," says the Railway Age. "But it is not generally known that reductions in railway mileage have occurred in all parts of the country.

"Detailed statistics by states for the last two years are not available, but the statistics of the commission show that between 1916 and 1921 there were increases in only 16 states and reductions in 31 states. The reductions of mileage in the states in which they exceeded 100 miles are as follows:

"Louisiana, 483 miles; Colorado, 423; Michigan 275; Indiana 270; Georgia 242; Arkansas 235; Washington 201; Missouri 195; Wisconsin 192; Penn. 187; Mississippi 165; Nevada 157, Ohio 150; North Carolina 149; Alabama 145; Minnesota 143; California 134; Virginia 131, New York 109; Iowa 103.

"In most parts of the country where railway lines have been torn up most of the communities along them have been left without any regular and dependable transportation service, and the people have suffered losses as large in proportion as those that will be suffered by those living along the Chicago, Peoria and St. Louis."

This line now passes through thirty five cities and villages, and when it is torn up, twenty of them will be left entirely without railway service.

"In nearly every instance" continues the Railway Age, "the roads leading from these towns to other railways are unsurfaced dirt. These roads are passable only 9 months in the year, the mud being so deep during the remaining 3 months that a heavy truck cannot be operated. The Chicago, Peoria and St. Louis is the exclusive carrier for 49 grain elevators, 6 coal mines and 21 other industries. In the last year for which traffic figures are available, its local tonnage of bituminous coal was 140,000 tons, while the tonnage interchanged with connecting carriers was 269,031 tons.

"Citizens of four towns, Palmyra, Modesto, Hettick and Chesterfield, estimate that their losses from depreciation of property will be \$6,000,000. It is estimated by the Mason County Farm Bureau that the depreciation of farm land in Mason County will be \$30.00 per acre on 120,000 acres, or a total of \$3,100,000.

"In view of the fact that the reduction of railway mileage has occurred throughout the country, there is but one general cause by which it can be explained. This is that the operation of railways in all parts of the country has been made relatively unprofitable, which, in turn has been due to a restrictive policy of government regulation."

## Mahl Memorial Funds [Available for 'Afflicted Employees and Dependent Family Members

Many employees, especially those employed in recent years, may not know that through the beneficence of William Mahl, who for many years was identified with Southern Pacific-Pacific Electric interests, there was created for the benefit of Pacific Electric employees and dependent members of their families an endowment for the free treatment of such person afflicted with tuberculosis and cancer. The fund for the treatment of tubercular cases has been exhausted, but a considerable amount is still available for cancer treatment.

The following statement by Vice-President and General Manager Pontius will be of interest to all and may possibly mean a very great deal to unfortunate employees or members of their families who may be afflicted with cancer:

### TO ALL EMPLOYEES:

In July, 1919, according to the Last Will and Testament of William Mahl, the sum of \$30,000 was bequeathed to F. W. Mahl to be devoted to certain charitable purposes as permanent memorials to Mary Ann Mahl, wife, and Alice Mary Mahl and Edith Mahl Barnes, daughters of said deceased, with the direction that one half be applied to endow a bed or beds in a hospital for free treatment of persons suffering from cancer and that the other one half be applied to endow a bed or beds in a hospital or sanitarium for the free treatment of persons suffering from tuberculosis.

Mr. F. W. Mahl selected the Pacific Electric Hospital Department to make distribution of the earnings from the fund so created, for the purposes stated, in assisting worthy and deserving employees of the Pacific Electric who might be suffering from either of the diseases mentioned.

The amount earned on one-half of the endowment fund for cases of tuberculosis has been used to take care of employees in need of assistance. There has not been the same call for assistance in taking care of cancer cases, leaving a balance in the fund for applying to such purposes.

The amount on hand in the Memorial Fund to be used in cases of cancer is also available for hospital treatment of dependent members of an employee's family suffering from cancer. In order to receive such assistance, the employee should call and see N. B. Vickrey, Manager of the Pacific Electric Club, who will arrange for worthy cases to be handled, without expense to the employee, under the immediate jurisdiction of Dr. W. L. Weber, Chief Surgeon of the Company.

## Witnesses Per Accident

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

Division	1924			1923			Accidents with No Witnesses			
	No. of Accidents	Witnesses	Avg. Witnesses	No. of Accidents	Witnesses	Avg.	Jan.	Feb.	Mar.	Apr.
Northern	155	1205	7.7	175	1190	6.8	21	4	10	16
Southern	148	842	5.7	176	897	5.1	53	14	18	11
Western	282	1639	5.8	227	1216	5.8	39	13	15	19
Buses	43	168	3.9	...	...	...	10	4	4	7
System	628	3854	5.8	578	3303	5.7	123	35	47	53

Division	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
Northern	6.8	7.0	6.9	6.0	5.2	5.2	5.4	6.7	6.0	6.5	6.3	6.7	7.2
Southern	5.1	5.8	5.2	5.6	4.4	3.9	5.0	4.2	4.2	4.9	4.3	4.0	6.2
Western	5.8	5.9	5.7	6.2	5.2	7.8	5.4	5.7	5.1	5.0	5.3	5.0	5.9
Buses	...	...	...	...	...	...	3.2	5.2	4.0	4.1	1.2	3.1	3.9
System	5.7	6.2	5.8	5.4	4.6	5.6	5.3	5.5	5.0	5.3	5.2	5.0	5.8

**CONVENTIONERS MAKE TRIPS  
OVER P. E. LINES**

The beauties of Mt. Lowe, the Orange Empire Trolley Trip and Catalina Island were witnessed and enjoyed on Saturday, May 7th, by a large crowd of delegates attending the California Biennial Convention. Two hundred members chose the Orange Empire Trip, 150 visited Mt. Lowe and more than 300 selected Catalina Island as a scenic trip, all three excursions being solicited and arranged through the Excursion Solicitation Bureau of the Passenger Traffic Department.

Frank B. Clark, City Passenger Agent, was on hand at the Convention's headquarters in the Biltmore Hotel for a week dispensing travel information to the visitors and the service rendered no doubt resulted in a considerable volume of additional travel over Pacific Electric lines. The delegates were composed of Women's Clubs throughout the country and approximately 6,000 visitors were present during the week's stay in Southern California.

**Original at Least**

Mrs. Henpeck: "You're drunk. I saw you running around here in a circle."

Mr. Ditto: "No, I'm not drunk. I was just trying to read the name of a Victrola record while it was playing."—Tiger.

**Tunnel Shows Excellent  
Progress To Date**

**P**ROGRESS made during the first month of work on the Hollywood - Glendale - San Fernando Valley tunnel is most satisfactory and augurs well for the great task that remains to be accomplished. The vicinity of the western terminal of the tunnel where hostilities were begun is now a scene of real activity and an analysis of work accomplished shows noteworthy progress.

The following is a brief accounting of work performed to date: The rough cut from 1st and Glendale to the western portal site has been completed, thousands of tons of earth and debris being removed to make way for the 500-foot of open cut trackage on the western end of the bore. A standard spur track for the handling of materials incident to the tunnel construction has also been completed and provides a main line connection with our tracks at 1st and Glendale Boulevard.

Four car-loads of miscellaneous machinery and equipment to be used by the contractor have been received, unloaded and located. Among this equipment is a compressor plant for the furnishing of air for the placing of concrete, which will be done by the compressed air process. This

**WHEN WILL MONEY DOUBLE  
ITSELF AT INTEREST?**

The accompanying table indicates the time required for money to double itself at varying rates of interest on simple and compound interest basis:

Interest Percent	Simple Interest	Compound Interest
1	100 yrs.	69 yrs. 178 days
1½	66 " 243 days	46 " 139 "
2	50 "	34 " 303 "
2½	40 "	27 " 328 "
3	33 " 122 "	23 " 101 "
3½	28 " 208 "	19 " 357 "
4	25 "	17 " 183 "
4½	22 " 81 "	15 " 210 "
5	20 "	14 " 13 "
5½	18 " 66 "	12 " 283 "
6	16 " 243 "	11 " 265 "
7	14 " 104 "	10 " 27 "
8	12 " 183 "	8 " 205 "

equipment is being assembled for the big task ahead.

The contractor has completed work on bunkers through which excavated material delivered by dump cars will be collected and loaded into trucks below and three observation towers for surveying crew to complete field work have been constructed by our forces at strategic locations.

Twohy Brothers, general contractors on the project, have opened offices in our general office building and have their field personnel actively engaged. Unless the unforeseen develops there is every indication that a bore of commendable length will have been completed before the next issue of the Magazine.



Commendable progress has been made on tunnel project during past month. The immediate foreground is location of western portal where preparations are now being made to start bore. This picture was taken on May 24th.

## TIMELY TOPICS FOR TRAINMEN

"CONTINUITY of service being paramount, it is essential in the event of overhead trolley or line accident that every means be taken advantage of to clear the trouble," writes A. H. Ballard, Chief Operator. "Frequently a trolley or transmission line break occurs due to a freight or passenger train breaking a pole thereby endangering life and property, and it becomes necessary that the lines be killed in the section involved as quickly as possible. The natural and ordinarily proper sequence of operation to do this is for the trainman to call dispatcher, dispatcher notifies central station, and central station orders the operator of the station feeding the line to kill the section involved. This, of course, takes time, especially when trainmen have to wait for word to travel back to them in reverse order before they can safely proceed to entangle the cars and attempt to extinguish any fire that might have started.

"In numerous cases such accidents occur in the immediate vicinity of a substation, and in such instances it is proper for the trainmen to request substation operators direct to kill the line in trouble. All substation operators have a positive order to kill any line in trouble and notify central station afterwards. In a fire the first few minutes are the most important and action to extinguish the fire should start as soon as possible.

"Sometimes the trolley in falling down does not make a good ground connection and it may be that circuit breaker in the substation does not

open, therefore the operator has no indication of any trolley trouble. If the circuit breaker does open, the operator closes it immediately, and if it opens again it is an indication of trouble. If it reopens instantly he knows that there is a short or ground on the line, and then tests are made every two minutes until the breaker remains in unless he is notified as to the trouble.

"Sometimes trainmen inadvertently cause delay after circuit breaker has closed, by starting several trains at same time which overloads the feeder and opens the circuit breaker again, making the operator think that the trouble is still on, so he waits awhile to give crew time to clear trouble.

"At times the trolley will fall and wrap around the car, which is a dangerous condition and word should be sent to operators as quickly as possible. When we kill a section of trolley it, of course ties up the line and the repair car can not reach trouble until train crew have cleared it so that trolley can be energized again. Trainmen should endeavor to break or chop the trolley loose on the side that the line car is approaching, otherwise the linemen may have to spend an hour or so walking to them.

"It is important that all men connected with train movement give some time to the study of first aid of line troubles. Linemen will gladly confer with them as to ways and means of temporarily clearing up the trouble, and you will be able to materially shorten train delays caused by line breaks."

### SOUTHERN DIVISION NOTES

By F. J. Oriva

After being on freight run for two years, Motorman E. G. Paul has bumped Motorman J. T. French on a baggage run.

Competition is going to be keener in the P. E. Rod & Gun Club now since Conductor A. H. Hraback, of San Pedro Line bought his new shotgun. We expect him to bring home some of the many fine prizes offered by the club.

Motorman M. Delisle, after being off two months on account of an accident, has returned to work. He spent two long months in bed heavily bandaged.

Conductor I. J. Delaney, of Dominguez Line, is off on a sixty day leave-of-absence. He will spend the greater part of the time in the San Bernardino mountains.

After being off from work three weeks suffering with a dislocated shoulder, Motorman J. Nevis, of the Southern Pacific special, is back on the job.

### STREET CARS SPACE SAVERS

In a vehicle count made in one section of Chicago between 6:30 a.m. and 6:30 p.m. of a normal week day, it was found that 31,680 commercial vehicles carried 31,700 occupants, 42,130 passenger automobiles carried 84,300 occupants, while 8,360 surface cars carried 330,000 passengers.

Nearly 75 per cent of the passenger traffic was carried by electric cars which used only 10 per cent of the vehicles on the street. For economy of space nothing equals the trolley.

### Industry

The way to Wealth is as plain as the way to Market. It depends chiefly on two words, Industry and Frugality; that is, waste neither Time nor Money, but make the best use of both. Without Industry and Frugality nothing will do, and with them everything.

—Benjamin Franklin.

### ENGINEERING DEPT. NOTES

By R. E. Humphreys

Melrose Ave. and Beverly Blvd, have opened across the Sherman cut-off line in connection with the establishment of main highway arteries across the city and county.

Spur track, 284 feet in length, has been constructed between Ramona and Eucalyptus Aves. at Hawthorne to serve E. W. French, paving contractor.

Spur track, 520 feet in length, has been constructed to serve the Oswald Bros., paving plant at Lucon Station on our Hawthorne-El Segundo line.

To conform with the improvements of various streets in the City of Compton, culverts have been installed at Indigo, Palm, Almond and Cypress Streets, and Indigo Street has been reconstructed and paved across our Long Beach line with 128 lb. grooved girder rail construction and asphalt concrete pavement.

The P. E. Masonic Club and Team, visited Eagle Rock Lodge at Eagle Rock, Saturday evening May 24th, and conferred the Third Degree on Bro. L. Morgan of the Bonding Department.

Leroy Frank and Walter Diemert, of the B. & B. Dept., are missing from the gang, due to illness. Both reported as improving and we hope to see them back on the job soon.

It has been reported that C. J. McDonald, Foreman of the blacksmith shop, made a very thorough inspection of our P. E. Rod & Gun Club trap at Los Cerritos recently. The boys are wondering when "Mac" will start trapshooting.

### When Is A Tuna

D. L. Robertson was excitedly proclaiming the presence of a large size Tuna hanging in front of the New York Hardware Co. store on Main St. Sifting the yarn, we find the fish to be one of the Jew variety. What some of these near sportsmen don't know about fish!

C. E. Wheeler, of the Drafting Department has gone to Colorado for his vacation.

J. Frownfelter of the Field Department is to be highly commended on his heroic act when on the morning of the 10th of May, he prevented Mr. Henry Torst from being run over and possibly killed by an inbound Glendale train at the corner of 4th and Figueroa Sts. by pulling him from beneath the wheels of the car.

Geo. H. Brown, who was affiliated with the Company in the earlier days, in the Construction Department, is now back among us, being employed on the field forces. His many friends of former days welcome his return to the fold.

## RENDITION OF P. E. CANTATA IS HEARD OVER RADIO

"P-E-R-Y, broadcasting through Angelus Temple, Los Angeles, California." On Memorial Day, May 30th, the Pacific Electric Choral Society was heard in cantata "The Man Without a Country" at the Angelus Temple, the rendition being broadcasted by radio. Several thousand people were in attendance at the Memorial Service and seemed to enjoy the recital of this story set to music.

Director Herbert Womersley made a short announcement before the singing in order to give the listeners-in of radioland a brief history of "The Man Without a Country."

On May 21st the cantata was given at the Congregational Church in Pomont before an audience of approximately 350 people.

There are approximately sixty enthusiastic members of the Choral Society, the membership of which is open to all Pacific Electric employees and adult members of their families. The voice training and musical instruction is without cost and anyone interested is welcome to join on any meeting night, which is every Monday at 8 P. M. at the P. E. Club.

## DOINGS OF P. E. MASONS

During the past month two members of the Pacific Electric family have been raised to the Third Degree in the Masonic fraternity. In both cases the degree was conferred by our own degree team and many brothers were present to witness the exemplification. The men receiving their Third were L. F. Spafford, Transportation Department, on May 20th in Gardena, and Brother L. Morgan, Engineering Department, on May 24th, in Eagle Rock.

Much pleasure is anticipated at our Annual Reunion which will be held in the month of June. The Committee on Arrangements, Brothers Thomas, Franz, Black, Poschman, McDonald, Patterson and Brooks will meet on June 10th at the P. E. Club to complete the details for the affair. The entertainment will be for members of the P. E. Masonic Club, other Masons working for the company and Eastern Star members. From present indications there will be moving pictures, dancing, entertainers and refreshments and it is believed that this affair will surpass anything given in recent years.

On this date will also be held the regular meeting of the P. E. Masonic Club.

### His Heritage

"You look like an idiot" thundered the disgusted man to his swell son, just returned from college. "You grow more and more like a conceited, hare-brained, helpless idiot." Just then an acquaintance of the old gentleman entered the office and saw the youth.

"Hello Charlie, back, eh?" exclaimed the visitor. "You're looking more like your father every year."

## Fifteen Basic Rules to Insure Health

*The following basic rules are advocated as guide in preserving health by the research bureau of the Metropolitan Insurance Company in an interesting pamphlet entitled "How to Live Long."*

### AIR

1. Have Fresh Air where you live and work.
2. Wear Light, Loose, Porous Clothes.
3. Spend part of your time in the Open Air.
4. Have Lots of Fresh Air where you Sleep.
5. Breathe Deeply.

### FOOD

6. Avoid Eating too Much.
7. Do Not Eat much Meat and Eggs.
8. Eat Various Kinds of Food.
9. Eat Slowly.

### HABITS

10. Have your bowels move at least once Each Day.
11. Stand, Sit, and Walk Erect.
12. Avoid Poisonous Drugs.
13. Keep Clean and avoid Diseases.

### ACTIVITY

14. Work hard, but Play and Rest too.
15. Be Cheerful and learn not to Worry.

## DEPTH OF OCEAN IS FOUND BY SOUNDING INSTRUMENT

Don't you often wonder what the ocean's depth is in certain places? It can be determined very easily but, of course, it is "all in knowing how."

An instrument known as a "sonic depth finder" is used to make such determination and is operated upon the following principle: A very sharp sound is sent out through the water from the bottom of a vessel by means of an electric oscillator. This sound travels to the ocean bottom, is reflected from there to the surface and is picked up by microphones installed aboard the vessel. The time taken for the sound to travel from the ship to the bottom of the ocean and back again is measured by a special apparatus and, knowing the velocity of sound in the water, the depth of the water is given directly.

The deepest place yet found in the ocean is off Mindanao, Philippine Islands, Pacific Ocean. It is 32,088 feet deep. The greatest depth located in the Atlantic is near Porto Rico and is recorded at 31,366 feet.

### Can't Fool 'em

Two colored gentlemen were engaged in conversation when one of them became very much annoyed by the persistent attention of a large fly.

"Sam, whut kin' a fly am dis?"

"Dat am a hoss-fly."

"A hos-fly am a fly whut buzzes 'roun cows n' hosses n' jackasses—"

"You ain' makin' out for to call me no jackass?"

"No, I ain' makin' out for to call you no jackass, but you can't fool dem hoss-flies."—Forbes Magazine.

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

Passenger Revenue .....	\$ 1,146,876.22
Freight and Switching Revenue .....	487,837.56
Other Revenues .....	68,285.29
<b>Total Railway Operating Income .....</b>	<b>\$ 1,702,999.07</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	\$870,909.79
Other Charges .....	466,008.00
Transportation for Investment Credit .....	3,890.26
<b>Revenue less Operating Expenses .....</b>	<b>\$ 369,971.54</b>
Depreciation .....	\$ 39,678.96
Taxes assignable to Railway Operations .....	92,625.74
<b>Total Depreciation and Taxes .....</b>	<b>\$ 132,304.70</b>
<b>Revenue less Operating Expenses Depreciation and Taxes .....</b>	<b>237,666.84</b>
<b>Non-Operating Income .....</b>	<b>7,372.31</b>
<b>Net Revenue .....</b>	<b>\$ 245,039.15</b>
Interest on Bonds and Other Debt .....	\$346,427.57
Rent and Miscellaneous Income Deductions .....	107,189.11
<b>Total Deductions .....</b>	<b>\$ 453,616.68</b>
<b>Net loss for month .....</b>	<b>\$ 208,577.53</b>
<b>Net loss for four months .....</b>	<b>\$ 304,203.84</b>
<b>Total outstanding Deficit as of April 30, 1924 .....</b>	<b>\$13,795,140.01</b>

Los Angeles, Calif., May 24, 1924.

L. A. LOVELL, Auditor.



#### Cruel, But Effective

"You never can tell," said the bandit, as he shot the only witness to his crime.—Record.

#### Both of Them

"What made you marry daddy, mummy?"

"So you're beginning to wonder, too!"—London Opinion.

#### All Over

Canibal Prince (rushing in): "Am I late for dinner?"

Cannibal King: "Yep, every body's eaten."

#### Didn't Supply Him

Midnight: "Eatin' wid yo' knife! Why, man, whch's you' eddiket?"

Sundown: "Don't yo' try to elevated brow me, niggah. If they give me an eddiket, I'll eat wif it."

#### Ambiguous

Missionary: "And do you know nothing whatever of religion?"

Cannibal: "Well, we got a taste of it when the last missionary was here."—Boston Transcript.

#### A Tribute

Samson: "I've got a compliment for you."

Delila: "Well, what is it?"

Sam: "Somebody told me you had acute indigestion."—Royal Gaboon.

#### Diplomacy

Judge: "Prisoner, the jury finds you guilty."

Prisoner: "That's all right, Judge. I know you're too intelligent to be influenced by what they say."—Tiger.

#### Be Reasonable Man!

"Hey, there! You oughtn't to walk on the railroad tracks."

"Aw, have a heart! We're trying to escape the automobiles."—Reading Pretzel.

#### The High Cost of Language

"Hey, Bill!"

"What is it?"

"Your doctor's out here with a flat tire."

"Diagnose the case as flatulency of the perimeter, and charge him accordingly," ordered the garage man. "That's the way he does."—Magnolia Oil News.

#### Guilty!

One automobilist was suing another for \$25,000. Just before the conclusion of the trial, the plaintiff was suddenly called away on business. A few hours later his lawyer wired him as follows: "Right has triumphed."

"Appeal the case at once," wired back the plaintiff.—Travelers' Protection.

A mistake is evidence that somebody at least tried to do something.

Little drops of water,  
That we use to think  
Were simply made for chasers,  
Are now the whole darn drink.

"Cite an example, my boy, proving that heat expands and cold contracts."

"Sure, Professor. In summer the days are long, while in winter they are short."

Two small boys were puzzling their brains to invent a new game. At last one of them said: "I know, Billy, let's see who can make the ugliest face."

"Aw, go on!" was the reply. "Look what a start you've got!"—Pathfinder.

Wife (with newspaper): "It says here that men grow bald because of the intense activity of their brains."

Hubby: "Exactly. And women have no whiskers because of the intense activity of their chins."—Selected.

#### How to Judge Men

George Horace Lorimer, Editor of the Saturday Evening Post, gives this advice on sizing up men:

"Look in a man's eyes for honesty;  
Around his mouth for weakness;  
At his chin for strength;  
At his hands for temperament;  
At his nails for cleanliness;

His tongue will tell you his experience and prove or disprove his statements as it runs along."

#### A Perfect Record

"What we want," he explained, "is a well behaved, trustworthy man of high moral character. Do you think you can fill the bill?"

"Yes, suh," replied the colored applicant, "no question 'bout it, suh."

"No?"

"No, indeed, suh. Why, it was on account of my good behavior dat I done got let out of de penitentiary last week."

#### The Force of Habit

"Deacon White," asked Parson Jackson softly, "will you lead us in prayer?"

There was no answer.

"Deacon White," this time a little louder, "will you lead?"

Still no response. Evidently the deacon was slumbering. Parson Jackson made a third appeal and raised his voice to a high pitch that succeeded in arousing the drowsy man. "Deacon White, will you lead?"

The deacon in bewilderment rubbed his heavy eyes and announced:

"Lead yourself—I just dealt."

If you want your dreams to come true, don't oversleep.

#### Efficiency Note

Soap company, which also manufactures perfume, offered a prize for a slogan. One slogan which did not win the prize was: "If you don't use our soap, for heaven's sake use our perfume."—Exchange.

How much did Philadelphia Pa?

How much does Columbus O?

How many eggs did New Orleans La?

What grass did Joplin Mo?

We call Minneapolis Minn;

Why not Annapolis Ann?

If you can't tell the reason why,

I'll bet Topeka Kan.

The hotel telephone operator and the bell captain were discussing the marriage of a fellow employe which had taken place the day before.

"Wasn't it annoying the way that baby cried during the ceremony?" the captain asked.

"It was simply dreadful," replied the operator. "When I get married I'm going to have engraved in the corner of the invitations: 'No babies expected.'"

A well known coal operator, told a railroad story at a railroad men's banquet in Scranton.

"There used to be a little line," he said, "a branch line about twelve miles long, that was notorious for its bumps, general discomfort and dirt. A train on this line pulled into town one morning, late half an hour, as usual, and a man said as he arose and brushed himself: 'Well, thank goodness, the worst part of my journey is over.' 'Going far?' said another man. 'Hong Hong, China,' said the first chap."—Troy Times.

Teacher: "Name all the Presidents of the United States in the order in which they served the country."

No one in the class could name them.

Teacher: "Why I am surprised; when I was a little girl, I could name all the Presidents."

Willie: "Course you could, cause there had only been two or three when you was a little girl."

#### With The Ladies

A lady boarded a car, having with her a little boy of four or five years. She handed the conductor a five-dollar bill.

"Is that the smallest you have?" he asked.

"No," she replied, "I have a little girl a year old, but I don't consider that any of your business."

Another lady is said to have boarded a car escorting a boy about four feet tall. She deposited one fare in the box.

"Isn't the little boy more than four years old?" asked the conductor. "If he is, you must pay half fare for him."

"Of course he's not," answered the lady.

"And, moreover, I have been riding with this child on this line for more than six years now, and you're the first conductor who ever questioned his age. I shall report you."

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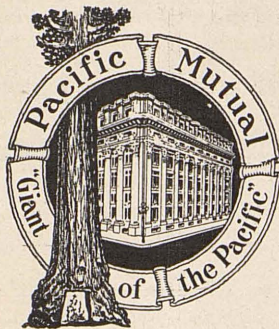
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**CONDENSED STATEMENT**  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

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	<b>10,611,315.17</b>
		<b>\$49,441,198.03</b>

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	642,418.24	<b>\$4,142,418.24</b>
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 .....	<b>41,178,500.89</b>	
		<b>\$49,441,198.03</b>

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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 H. F. STEWART  
 Vice-President  
 V. H. ROSSETTI  
 Vice-President-Cashier  
 WM. LACY  
 Vice-President  
 J. M. HUTCHISON  
 Asst. Cashier  
 A. E. ELLIOTT  
 Asst. Cashier  
 G. H. NAEGELE  
 Asst. Cashier  
 E. L. POWEL  
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C. L. HOGAN  
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