



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol 8

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No 10



Ancient parent of the navel orange peacefully reposing in the Riverside Mission Inn patio.

MEMBERSHIP CAMPAIGN FOR CLUB AND MORTUARY FUND

DURING the past year there has been a very material increase in the number of employees of this Company and many, not having been asked to join the P. E. Club, have failed to enroll as club members.

With the object in view of maintaining our Club to the highest point, both in membership, efficiency, and to derive the maximum of benefits for all, a membership campaign among the employees, both for the Club and Mortuary Fund, was begun by the Club's Executive Committee on Wednesday, March 5th.

Each Executive Committeeman is made responsible for the un-enrolled employees in their respective departments, and is authorized to call to his assistance as many aides as he may feel are necessary. A list of non-members in each department is being prepared, so that Committeemen may know just who to approach.

One of the outstanding Club benefits is the right to participate in the Mortuary Fund, a death relief benefit available at a very small cost. The last payment made to a beneficiary amounted to \$900, the largest sum ever paid in the history of this feature of the Club's activity. It is hoped that before the close of the membership campaign additional members will have been secured to make the amount payable of at least \$1,000.

All employees of this Company, and especially those who have been employed for any length of time, know what our Club has meant in the way of friendliness, co-operation and loyalty to each other in our chosen field of work. There is no company in the United States which has done more in the way of benefits and privileges for employees than the Pacific Electric, among which are our Club, Vacation Camp, Mortuary Fund, Hospital, etc. Common regard for each other and a desire to reflect an appreciation of the privileges extended would dictate that every employee who is eligible should be a member and take an active interest in the functioning of the Club, which truly reflects and represents our "family."

(Signed) C. THORBURN, President,
N. B. VICKREY, Manager.

Prevention and Cure Aim of Special Agents

Protection of Properties and Activities in Four Counties Is the Difficult Task of Department

By T. D. VEON, Chief Special Agent

OUR Special Agents Department is a comparatively new institution, having been born as a department in 1920, although its embryonic state dates back to 1911. During all of this time since 1911, a period of over twelve years, there has been a steady development along the line of furnishing a service that is suited to the needs and conditions of our own road, regardless of what is done, or how it is done on other roads or in other places and under other local conditions. No effort has been spared to make and keep the service reliable, and I think that the fact that the Pacific Electric Special Agents Department really is considered reliable is the sweetest incense that could be burned for it.

Possibly the best thing I can offer is to tell you a few of the things that have been done during 1923, which will disclose the purpose of the department and enable you to judge the scope and value of the work. As a matter of fact, few realize how versatile a railroad special agent must be to handle a job with our Company. In a sense he is a "trouble-shooter," or "fixer," and no matter what is wrong he must take care of it. We have been called on to do nearly everything from chasing a nanny-goat off our right-of-way to discovering why a minister called a railroad names. A Special Agent never knows in the morning where or what his work will be that day or where he will eat and sleep that night (provided he does sleep that night). Today he may be called upon to perform some delicate mission with tact and diplomacy; tomorrow he may have to do police duty among box-cars, in a railroad yard.

All in Day's Work

Some of our routine consists of such performances as recovering lost or stolen trainmen's equipment; recovering other stolen company material and discovering the thieves; recovering stolen property of patrons and goods stolen in transit and preventing continuance of such losses; running down hold-up cases; catching ticket office robbers; searching down station burglars; apprehending box-car robbers; catching boys who commit various depredations, such as stealing signal and switch locks,

stealing telephones and various other small property and material, placing obstacles on tracks, shooting and throwing at trains, tampering with equipment, etc.; locating persons who have disappeared owing us money; furnishing guards for money at various times; furnishing officers to handle crowds at races and on occasions of heavy traffic movements; and investigating many other occurrences and alleged occurrences that are incidental to the conducting of a business like that of the Pacific Electric Railway Company.

These investigations require from three hours to three months' time to

agency tower, or a show-up list in the Special Agents Department. It is possible for us to be up to our ears in trouble at Redondo Beach when a hurry-up call is heard from Redlands, and before we are able to get to Redlands, something goes very wrong at Burbank, with possibly a chorus set up from Fullerton or Huntington Beach, just to make it interesting. You may draw your own conclusions relative to what the strain can be on the Special Agents. Also, as like as not, a call will come at some hour in the night when a man has just gotten to bed after working for 16 to 20 hours without rest.

During the year 1923 we took care of such routine as I have just outlined, watched railroad yards, put a stop to organized box-car robberies, captured and convicted several criminals, both juvenile and adult, and sealed 1257 loaded box-cars at night, most of which had been sealed improperly or left unsealed by those who should have sealed them. These performances necessitated the making of more than 32,500 reports, all of which found their way into the files of the various departments and persons interested.

In addition to this there were 287 special cares handled during the year originating with various departments, as follows:

Passenger Traffic	25
Freight Traffic	11
Engineering	19
Electrical	9
Purchasing & Store	3
P. E. Building	2
P. E. Land	4
Treasury	3
P. E. Club	2
Resort	3
Accounting	40
Mechanical	33
Transportation	103
Miscellaneous	30

Most of the cases handled were brought to a satisfactory conclusion, although that conclusion in some instances was an elimination of further similar trouble, rather than punishment of those guilty of the original fault. I cannot escape the conviction that a very important service has been rendered by the Special Agents and am sure they would have been missed had they not been here. The value of such service is not reducible to dollars and cents, with any degree of exactness, but we all

Way of Transgressor Made Hard When Special Agents Trail

WITHIN our organization there is not another branch which performs a line of duty more necessary or important than that which comes within the scope of the Special Agents Department. To the comparatively small, but efficient force comprising this department falls the task of being the official guardsman, day and night, of the company's properties and activities in four counties of Southern California. Mr. Veon enumerates a few of the more frequent calls made upon his department, the volume and variance of which bespeak of the wide range and difficulties which eternally confront them.

During the past several years hardened criminals have infested Southern California and committed numerous daring crimes. In many instances our Special Agents, working under severe handicaps, have brought to justice those guilty of depredations against our properties. Details of many of these cases would furnish thrills galore were we to enumerate them.

Mr. Veon's story, touching upon the more salient features of the department's work, will suffice to enlighten the reader of the important work being done and the reason for the existence in every railway of a Special Agent's Department.

complete, and have required travel as far north as San Francisco, as far east as El Paso and as far south as Tia Juana. There is no way to anticipate the nature or location of such troubles and we have no reserve equipment or forces strategically placed so as to care for an outbreak in distant or out-of-the-way territory. There is no such thing as a wrecker, or an emer-

know that the savings run to a very large sum.

We believe that the best use that can be made of the information gained through investigations is toward prevention. An investigation is not complete unless it inquires into the cause of a trouble and discovers the reason why it was possible for the trouble to occur. If, for instance, a theft is committed it is important that the thief be discovered and punished, because it serves as an example and deters some others from attempting the same thing. But the weak point is that all thieves are not deterred by example or punishment or anything else and we should therefore, make use of our experience to prevent thefts. This idea is as applicable to every kind of trouble that we suffer as it is to the matter of thefts.

Ounce of Prevention

Some person, or some condition, is responsible for every trouble we have; for every failure, in fact. If every employee did his full duty, which would be the ideal condition, we would then learn what is necessary overhead expense. When the investigation of a trouble takes place and a person is found to be at fault, measures should be taken to prevent that person from ever being at fault again in that way. When it is discovered that a condition is responsible for a trouble, or loss, the condition should be immediately improved so as to prevent similar troubles or losses in the future.

Prevention is better than cure. It is rarely the case that all stolen property is recovered, and usually such as is recovered is damaged. We suffer the loss of the property, the cost of investigating, the cost of prosecuting, the loss of business and a long string of other incidental cost. Why not stop the whole leak by preventing the theft? As I said before, this idea is as applicable to every kind of trouble that we suffer as it is to thefts. It does not undo the damage a man has done, or allowed to be done, simply to dismiss him. Why not make it as nearly impossible as we can for an employee, or anyone else, to do a wrong thing? Why not lock the garage before the automobile is stolen?—which is a new way of saying “lock the stable door before your horse is stolen.”

But the Special Agents Department cannot put the prevention method to work without your help. We desire to be of every service possible and to make our efforts a large factor in the success of the Company's business. In return we ask for your cooperation along the line of making it less difficult to make investigations and in making use of every means to prevent trouble. Let every one of us make it as difficult as possible to let this Company in for a loss or a damage. We will try to make the way of the transgressor hard, but let us also make the way to become a transgressor hard. An ounce of prevention is worth a pound of cure.

All eligible voters must be registered by April 6th in order to vote at the forthcoming primary election on May 6th. Register now!

Supreme Court Upholds Company in its Fixed Employment Policy

Upholding the legal right of the Company in its fixed policy of dealing with employees, the Supreme Court of the United States a few days ago brought to final settlement an issue which has been pending for several years. Commenting upon the decision, Frank Karr, 2nd Vice President and Chief Counsel said:

“On March 3rd, 1924 the Supreme Court of the United States denied the petition of M. E. Montgomery, J. A. Farquharson, Brotherhood of Locomotive Engineers and Brotherhood of Railroad Trainmen, for a writ of review to review the decision of the Circuit Court of Appeals rendered last year affirming the permanent injunction in favor of the Pacific Electric Railway Company against said defendants.”

“This enjoins the two brotherhoods and their officers and agents and all others acting with them from making any attempt to cause the Pacific Electric employees to join such brotherhoods and through them deal with the Pacific Electric Company; in other words, the brotherhoods and their agents are perpetually enjoined from attempting to unionize the Pacific Electric or interfere with its operations.”

BANDIT OF PASADENA TRAIN PAY'S LAWS PENALTY

The conviction of Sydney Wood, bandit who with two accomplices on November 7th last held up passengers on Pasadena Short Line train near Valley Junction, was obtained in the Superior court early this month. On March 5th he was sentenced to from five years to life in the state prison at San Quentin, bringing to a climax a case in which our Special Agents Department figured most prominently.

Boarding an outbound Pasadena train at Valley Junction, Wood and two companions masked and heavily armed, made passengers surrender cash and jewelry, several hundred dollars in money and possibly two thousand dollars worth of jewelry being their booty. To all appearances a complete get-away was accomplished and for several days little hope was entertained for the apprehension of the bandits. Special Agents Allain and Smith, after two weeks of strenuous sleuthing, uncovered a trail which led to the locating of Wood at his home in Highland Park. At his trial he was positively identified by two wit-

BUS SERVICE INCREASED AND ROUTE CHANGED

The addition of more buses during morning and evening rush hours of travel and change of route of the Sunset Blvd.-8th Street line in order to avoid traffic congestion on Vermont Avenue and 8th Sts., were made effective Feb. 23rd. In addition to broadening the area of bus service the new route will result in a material shortening of time schedule due to operating on streets where heavy traffic is not encountered.

Traversing the original route to 8th and Lake Streets, the buses of the Sunset Blvd.-8th St. line now take the following course: north on Lake, west on Seventh, north on Park View, west on Wilshire, north on Rampart, west on First to Vermont Avenue, from which point buses will continue over former route to Laurel Canyon.

Nine additional buses were added to this line during morning and evening peak hours and all buses are operated through to Laurel Canyon, instead of terminating half the service at Gardner Junction, as heretofore.

Bus service is available to the district abandoned by the Sunset Avenue line, no change being made in the route of the Vermont Avenue line, which will continue to operate west on 8th and north on Vermont. During rush hours, service on this line was increased to ten minute frequency, thus compensating for the service removed.

Mr. Van Vranken stated that work is rapidly progressing on two more double deck buses; another was placed in the Sunset Blvd. service last month. The remaining two buses are expected to be available by mid-month.

The new garage and general office building of the Los Angeles Motorbus Company being constructed at Virgil and San Monica Blvd. is nearing completion and will be ready for occupancy by March 15th. The cost of this structure entails an expenditure of \$120,000. It is approximately 200 feet square and will house eighty buses.

Professor: “Now, boys, I'll put the number seven on the board, what number comes immediately in your minds?”
Class in unison: “Eleven.”

The vote is not only the right of every citizen, but one of his most sacred responsibilities.

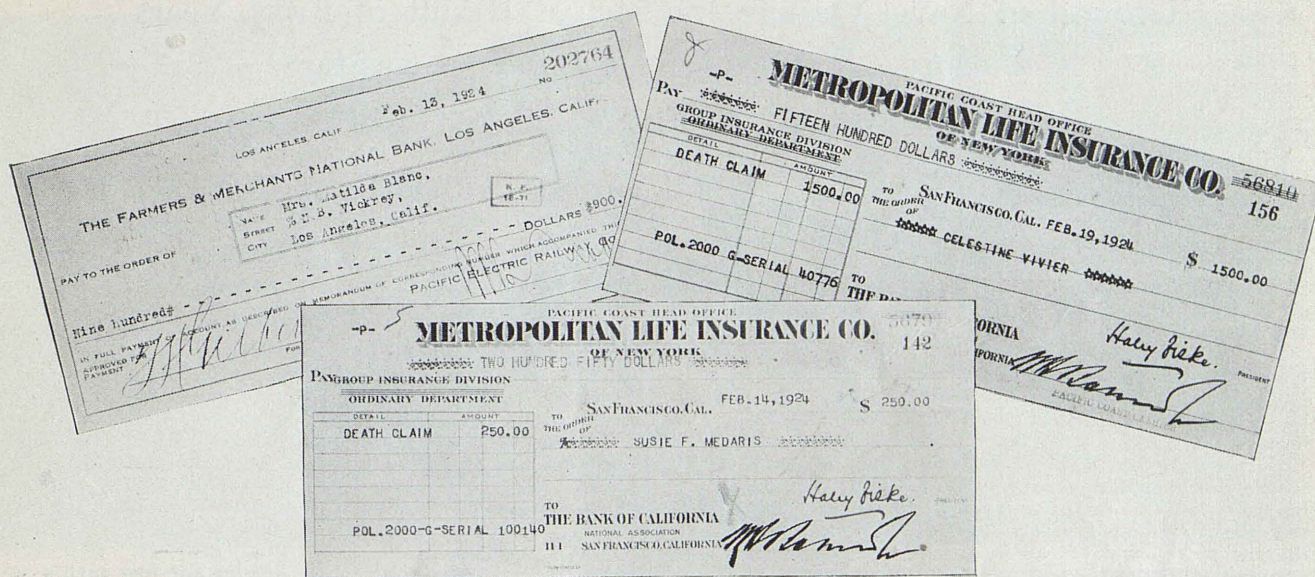
nesses and other incriminating circumstances brought about his conviction after fifteen minutes deliberation by the jury.

Credit for the apprehension of this bandit is entirely due to the activities of our Special Agents Department, Messrs. Allain and Smith affecting the capture without aid of Police Department or others.

Automobile Registration

Los Angeles City 358,218
Oregon (whole state) 134,566
Washington (whole state) ... 217,111

Thoughtful Provisions for Life's Uncertainties



Vouchers that brought a measure of comfort to some of our bereaved friends.

DEMOLAY CEREMONIAL GIVEN AT P. E. MASONIC CLUB

After the regular meeting of the P. E. Masonic Club on February 12th, the members and visiting Master Masons were privileged to witness the initiatory work of the De Molay by members of the Redondo Chapter of that Order.

The Chairman of the Advisory Board, Mr. Pardee, was introduced by E. C. Thomas, who later presented to the Chapter a handsome American flag on behalf of the P. E. Masonic Club, the Master Councilor making a short speech of acceptance. Everyone was deeply moved by the great beauty and impressiveness of the degrees, and the allegory that is portrayed in parts of the ceremony appealed very much to the "big brothers" who sponsor the work of this Order.

An innovation, introduced and adopted at the meeting, was the presentation of a P. E. Masonic Club Master Degree pin to Pacific Electric Railway members who are initiated into this degree by the Club. This attractive little pin is of enamel and gold and one of which any Mason would be justly proud.

The Degree Team of the Club assisted in conferring the Master degree upon the following Pacific Electric employees.

Harold Smith, Engineering Dept., Bell Lodge, Feb. 14th.

F. B. Clark, Store Dept., Palos Verde, Feb. 20th.

A. B. McLeod, Electric Dept., Garvanza, Feb. 25th.

W. F. Cousins, Engr. Dept. (Signal), South Park, Feb. 26th.

THE uncertainties of life, value of insurance and wisdom of preparing for the inevitable were duly impressed during the past month with the passing of two Pacific Electric employees, to the relatives of both of whom group insurance payments were made and Mortuary Fund insurance was made in one of the two deaths. Thus in less than two months since the Group Insurance Plan has been in effect two deaths have occurred among the 5,439 Pacific Electric employees covered by its provisions.

The first death occurred on February 7th with the untimely passing of Virgil L. Medaris, switchman, employed at San Pedro. Mr. Medaris' illness was of short duration and he succumbed from complicated internal disorders. Having been in the employ but a few days over six months. Mrs. Susie F. Medaris, the bereaved mother received a check for \$250, the amount of insurance paid for by the Company for employees in the service over six months and less than one year.

The unfortunate fatal accident occurring to Charles Vivier, substation operator at Lankershim on February 12th resulted in the second Group Insurance claim in the amount of \$1500.00 the beneficiary named being his mother residing in France. Mr. Vivier also was a member of the Mortuary Fund and a payment of \$900 was made to his sister, Mrs. Matilda Blanc. His payment was the largest ever made to a beneficiary under the Mortuary Fund plan of insurance. In both instances payments were made in but a few days after death occurred.

The manner in which employees subscribed to the Group Insurance and the steady growth in membership of the the Mortuary Fund reflects that employees are keenly alive to the opportunity the Company affords in the pro-

tection of loved ones, the cost of which insurance is without doubt less than that available to any other group of employees.

J. A. Bertelson of the Accounting Department, in charge of Group Insurance records, states that employees who have completed six months service since the inauguration of the Group Insurance plan are automatically insured and upon the completion of one year's service another \$250 free insurance is added, together with additional insurance, if applied for. A rider to the original certificate covering an additional amount of insurance is credited in the records upon the completion of service entitling the employee to added insurance. He states, however, that rider certificates will likely be delivered within a few weeks and once the large initial volume of work incident to maintaining the records of some 90,000 employees of the Southern Pacific Company and its subsidiaries is completed, rider certificates will be issued promptly.

"On a dark and 'Willys Knight' a 'Pathfinder' set out to locate the 'Chevrolet.' On this trip he was forced to 'Ford' the 'Hudson' and 'Dodge' 'Overland' in his rush to make a 'Paige' in history. With a load of 'Saxon' he was struck by a 'Pierce Arrow' and was knocked 'Cole.' It was then and there that I picked up a piece of 'Flint,' knocked him 'Gray,' making him see a 'Moon' and seven 'Stars.'

Ma—Buddie, how did you get that black eye?

Bud—I was perfectin' a little boy.

Ma—"That was noble, son. Who was he?"

Bud—"Me."—Pitt Panther.

Romance of California's Claim to Fame

Growth of Navel Orange Industry is Result of Fifty Years Culture. Two Surviving Trees Give Start

TO SEE Mary Pickford and Douglas Fairbanks in person and to pick an orange from the tree,—these are the ambitions of almost every normal tourist who steps from a Pullman car to terra firma in Southern California and realizes that at last he is breathing the balmy "sun-kissed" air of California, home of the orange and the "movies."

The "movies" are to be found in Hollywood, as every well-informed tourist knows, but they are not always to be seen on demand, except as they may be seen anywhere on the silver screen.

But oranges are to be found everywhere. And it's a cheated and unlucky tourist who goes home unable to tell the folks back East that he picked and ate an orange fresh from the tree. Perhaps he garnered this treasure in Hollywood from one of the groves that the "movies," the sub-divider and the real estate man have left in that once peaceful orange-growing village. Or it may have been in Pasadena, once the home of golden-fruited groves, but now the abode of golden-dollar millionaires, that he finds his real orange on its tree.

Abound Everywhere

Then there is the end of the beautiful scenic drive over Smiley Heights at Redlands, where a grove conveniently awaits the enthusiastic visitor with a request, printed in large letters, to stop and pick an orange. And at Riverside, home of California's winter orange, the Navel, dons and donnas in Spanish costume greet the trains of sight-seers with gifts of the golden apple of the gods; and if one stops off in this town, there is a beautiful drive through groves of golden-hung trees where thousands of oranges invite the picking.

Or if one is visiting California during the summer, there are the groves nearer the coast, at Santa Ana, Orange, Anaheim, Fullerton, where the Valencia, or summer orange ripens its harvest and makes it possible for this state to provide oranges for market every day in the year.

How the orange came to California to add its part to the beauty and wealth of this semi-tropic land, is an

interesting story. Just who brought the first orange to California, is not known, although evidence seems to show that the early mission fathers introduced the first of these trees, planting them in the mission gardens.

On March 21, 1865, the Keokuk Constitutional of Iowa printed an item stating that oranges and lemons were being more and more successfully grown each year in California, principally around Los Angeles, and that there were about six men engaged in the business. This same article estimated the production of citrus in that year as 100,000 single oranges and 40,000 lemons.

Not until 1877, however, was any

medic purposes only.

With the completion of the Southern Pacific Railway, and the Santa Fe Railway shortly afterwards, orange growing received a new stimulus, which was accelerated by the comparatively high prices received after the advent of the Washington Navel orange on the market.

This Navel orange was brought to Riverside, California, in 1873, by Mrs. Eliza C. Tibbets, a pioneer woman settler, who had received two small trees of this variety, a Brazilian importation, from the United States Department of Agriculture, at Washington. The new variety did so well in its new home and produced fruit of such a superior quality, that growers, who were looking for just such a super-orange variety, were quick to seize upon it. Its introduction marks the opening of the era of commercial production of oranges in this State.

Early Marketing

During the first few years prices were considered very satisfactory, although there was considerable unevenness in the average prices returned the grower. Some growers received 100 to 200 per cent more than other growers for the same variety of fruit.

By 1885 the shipments amounted to nearly 1,000 carloads, while marketing conditions even at that early stage of the industry were becoming almost unbearable. On October 24, 1885, a convention of growers representing the various sections of Southern California met in Los Angeles to formulate plans for a more successful method of marketing their fruit. The result of this convention was the organization of the "Orange Growers' Protective Union," which was the first step toward the co-operative marketing system, for which California citrus growers are today world famous.

This system, which eventually culminated in the organization now known as the California Fruit Growers' Exchange, has not been a magic overnight growth, but has come as the result of a many-year struggle against many odds. It is not a theory of

Fame of Navel Orange is Result of a Woman's Gentle Care

BACK of the present development of the orange industry in California is a wealth of romance which should be known to every resident of the State and like all romances of the ages, its foundation lies in the motherly instinct of a woman.

It is a fact not generally known that but for the patient and painstaking nursing some fifty years ago of two remaining survivors of twelve imported Brazilian navel trees by Mrs. Eliza C. Tibbets, the fame and fortune brought to California by the navel orange might never have been realized.

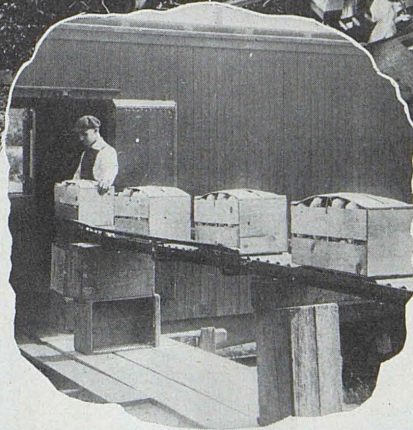
In 1873 after all but two of a dozen trees had perished, Mrs. Tibbets had the survivors removed to Riverside where she cultivated and nourished them into a healthy growth and proved that soil and climatic conditions were favorable to the production of this hitherto unproduced variety of orange in this country. All the early buds that were used in the propagation of the navel orange in California sprang from these two trees, one of which in 1903 was transplanted to the grounds of the Mission Inn at Riverside by the late President Roosevelt; the other was installed at the head of Magnolia Avenue. The former has recently succumbed to time and age, but the latter still survives the years.

Thus to a woman goes the distinction of having given to California its rightful claim to world domination in the citrus industry.

Here are a few highlights contained in the accompanying story of the orange industry in this State: The first citrus fruit was shipped from California in 1877. Last year California furnished more than half of the entire citrus fruits consumed in United States and Canada, 59,050 carloads being shipped from the State. There are 258,000 acres of land in California planted to citrus fruits, the present value of this crop averaging \$60,000,000.

citrus fruit shipped from this state. In that year the first carload of oranges shipped from California was shipped from what is known as the "Wolfskill Orchard," in Los Angeles, the fruit being all seedlings. Most of the plantings up to that time had been for do-

CITRUS SCENES FROM PRODUCER TO CONSUMER



marketing but the applied experience of many years of practical marketing.

Started under the pressure of stern and unrelenting necessity, the California citrus grower's success has been due to two factors, business foresight and co-operation, and these two factors are dependent upon each other, for it was the business foresight of the early growers that led them to see that all the future success of this growing industry depended upon their co-operation one with another.

Following the first organization, which was known as the "Orange Growers' Protective Union," and which dissolved after several years, the growers alternately were dependent upon the speculative buyer and then again began joining with each other in co-operative organizations. Certain sections or districts formed small mutual associations, which marketed their fruit through the officials of these organizations in such a manner that the growers connected with them began to realize that they were at last upon the right track.

Form Exchange

After the formation of the local association, it was a natural step for the various associations to co-operate with each other. On October 24, 1895, the Southern California Fruit Exchange, an organization of these associations, was formed, with A. H. Naftzger as President. Under this arrangement the growers were organized first under the local association in the various districts and these associations in turn formed a sub-exchange for the units of their locality. Each district exchange had its President, Secretary, bookkeepers and virtually the same organization as exists today.

On March 27, 1905, the California Growers' Exchange was incorporated and on September 1st of that year succeeded to the business of the Southern California Fruit Exchange. Today this

and grapefruit shipped from this state, the California Fruit Growers' Exchange marketed 36,999 cars of oranges and grapefruit and 8,259 cars of lemons, making a total of 45,258 cars or 75.8 per cent. Reducing this to a box basis, Exchange shipments for the year amounted to 14,645,070 boxes of oranges and grapefruit and 3,212,347 boxes of lemons.

Commercial Value

The returns for this period for Exchange shipments f. o. b. cars California were \$55,223,450.94. Based upon these returns the state of California received \$71,007,705.98 for the season's citrus crop, the delivered value of which was \$105,486,506.91, including \$34,478,800.93 for freight and refrigeration charges. The delivered value to the wholesale trade is estimated at \$81,258,169.

The California citrus industry, which from a commercial standpoint is less than fifty years old, represents today an investment of between 200 and 300 millions of dollars. The annual shipments of oranges and lemons in a normal year have now reached the enormous total of 50,000 to 60,000 carloads, with a valuation in California which varies from 50 to 70 million dollars. Latest estimates on the bearing and non-bearing citrus acreage in California, compiled by the State Department of Agriculture, state that there are at the present time approximately 257,973 acres of land planted in citrus fruits.

Today "sun-kissed" oranges from California can be found in their tissue wraps in every community in America and they often journey to the Arctic Circle, to the markets of England and the Continent, and sometimes even to Palestine, the oldest orange producing region in the world.

Not only does the orange travel to many lands, but people from many lands have come to this home of the orange to study methods of the Cali-



Mrs. Eliza C. Tibbets, departed patroness of California's orange industry.

organization is composed of 198 separate associations or shippers, handling the fruit of 11,000 growers through 20 sub-exchanges. The Exchange has its own representatives in 86 markets of the United States and Canada and now shipments in a normal year are ten times as great as when the organization was first formed and when growers were continually fearing over-production.

In fact, last season, California furnished over one-half of the largest supply of citrus fruits ever consumed in the United States and Canada and of the 59,707 carloads of oranges, lemons

ifornia growers of this fruit, both their scientific cultural methods and their wonderful marketing system. And, there are the tourists, already mentioned, who come to California to pick an orange from the tree. No orange that the tourist ever tastes in his own home town is quite as delicious as the one he picked himself and ate under the blue of "sun-kissed" California skies.

GET OUT YOUR DICTIONARY AND TAKE THIS TEST

The English Department of Pasadena High School recently sponsored a "Watch Your Speech" week during which time the following list of words was distributed to the pupils to study for correct pronunciation:

Address, often, acclimate, ally, armistice, biography, centenary, finance, financier, genuine, industry, inquiry, interesting, chastisement, combatant, February, despicable, vaudeville, precedence, advertisement, debris, mischievous, roof, irrevocable, poinsettia, medieval, partner, juvenile, vehement and column.

Upon referring to the dictionary, the average person will be surprised to learn the number of words in the foregoing list which are incorrectly pronounced.

DRIVE FOR NEW MEMBERSHIP LAUNCHED BY CHORUS

"Join the chorus" is the slogan of the P. E. Chorus, its membership being now actively engaged in a campaign to recruit new members.

At a meeting February 7th, it was decided to make a concerted effort to bring enrollment of our chorus to a point where it will be one of the largest choral societies in the city. Already there are new members who are enjoying the Monday evening rehearsals, and Friday evening community songfests. The coveted membership quota, however, has not been reached.

It is especially desired that the chorus be brought to full strength in order that the cantata "The Man Without a Country" may be met with the success which is justly due such a splendid musical offering.

All members of the Pacific Electric family and their adult children are invited to take part.

Mean

A certain town had bought a new fire engine, and the superintendent after gathering all his men together, suggested that an appropriate motto should be placed over the station.

The thing was debated at some length and several suggestions were made. Finally one man arose and said:

"I move the following motto: 'May this fire engine be like all the old maids in our village—always ready, but never called for'."—Tit-Bits.

It is the duty of all patriotic citizens to register and exercise their franchise privilege of voting.

Rules Governing the Issuance of Free and Reduced Rate Transportation

The following rules, recently revised, govern the issuance of free and reduced-rate transportation over Pacific Electric lines to employees and entirely dependent members of their families, for other than Company business:

1.—Employees' Half-Rate Orders may be issued, as requested, to employees and the entirely dependent members of employee's family.

2.—During the first year of service, one trip pass per month may be issued each employee, upon request, and for each of his or her dependents.

3.—During the second to sixth year of service, two trip passes per month may be issued each employee, upon request, and for each of his or her dependents.

4.—Upon completion of five years faithful and meritorious service, each employee may receive an annual service pass good over the entire system.

5.—Upon completion of eight years faithful and meritorious service, each employee may receive an annual service pass good over entire system for the entirely dependent members of such employee's family.

After the first year's service, and until the annual service passes are issued, two trip passes per month may be issued the entirely dependent members of an employee's family.

6.—Trip passes should not be issued to Mt. Lowe more often than one every three months.

If congested conditions warrant, the honoring of either annual or trip passes on the Mt. Lowe line may be restricted, in order to secure the proper handling of pay-passengers.

7.—Transportation privileges are extended to employees as a token of appreciation on the part of the Company of the service rendered and it is expected that male employees riding on passes will reciprocate the courtesy by not occupying seats to the exclusion of pay-passengers.

8.—Requests for transportation in variance with the foregoing rules should be referred through proper channels to the Vice President's office.

9.—When such action is necessary, declination of an employee's request for rate order or pass should be made personally by the head of department.

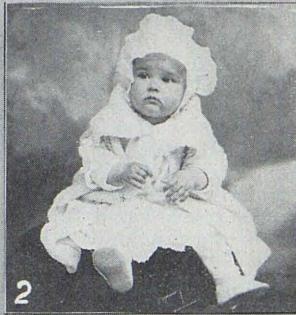
PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUE AND EXPENSES, TAXES AND INCOME ACCOUNTS—JANUARY, 1924

Passenger Revenue	\$1,228,079.98
Freight and Switching Revenue	557,107.29
Other Revenue	64,301.81
Total Railway Operating Income	\$1,849,489.08
Total Railway Operating Expenses:	
Wages	\$860,587.14
Other Charges	424,696.02
Transportation for Investment Credit	1,767 36
	1,283,515.80
Revenue Less Operating Expenses	\$ 565,973.28
Depreciation	\$ 25,305.91
Taxes Assignable to Railway Operations	93,936.29
Total Depreciation and Taxes	119,242.20
Revenue Less Operating Expenses, Depreciation and Taxes.....	446,731.08
Non-Operating Income	14,568.33
Net Revenue	\$ 461,299.41
Interest on Bonds and Other Debt.....	\$343,432.11
Rent and Miscellaneous Income Deductions.....	91,396.27
Total Deductions	434,828.38
Net Income for Month	\$ 26,471.03

Los Angeles, Cal., March 5, 1924.

L. A. LOVELL, Auditor.

JUNIOR MEMBERS *of the* PACIFIC ELECTRIC FAMILY



The human heart of the Pacific Electric warms to the young ters who are to succeed us. All members of our big "family" are requested to send in photos of their young hopefuls. Photos will be returned unharmed.

Those appearing in the above group are:

- 1.—Robert Rosewarne Hellon, 1 year, son of H. Hellon, Blacksmith, Torrance Shops.
- 2.—Margarette Marie Shaw, 6 mos., daughter of W. Z. Shaw, W. O. Clerk, Eng. Dept.
- 3.—Constance Austin Brown, 2½ years, daughter of J. T. Brown, Mec. Foreman, Santa Ana.
- 4.—Josephine Etta Parker, 1½ years, daughter W. D. Parker, Pipe Fitter, Torrance Shops.
- 5.—Billie Butts, 5 years, son of Chas. A. Butts, Mechanical Dept., 6th and Main.
- 6.—Margaret Mary O'Grady, 13 mos., daughter of M. E. O'Grady, Front Tower, 6th and Main.
- 7.—Bernard Alfred Foskett, 14 mos., son of H. E. Foskett, Agent, Compton.

FREAK STORM CLIMAXES BEST ORANGE SHOW YET HELD

What bid fair to be the largest in point of attendance in the history of the National Orange Show and which, in spite of the calamity which befell the show two days before closing, reached the attendance of 188,000 persons, proved conclusively that the National Orange Show is a large drawing factor to visitors and residents of California in this annual exhibition.

The past Orange Show was by far the most pretentious ever staged by the Orange Show Committee and in point of decoration was more beautiful than any of its predecessors, the exhibits in many ways being more numerous and the arrangements for the comfort more ample than heretofore provided.

Unfortunately a heavy north wind set in on Saturday, the 23rd, blowing steadily throughout the afternoon and night and, as a matter of precaution, the show was closed to the public Saturday evening. Every available means was used to protect the exhibits and hold the tents intact but at 8 o'clock on Sunday morning a sudden increase of wind velocity tore the industry tent from its moorings and wrecked the entire structure and its contents. The heaviest damage, aside from breaking the housing facilities, was done to the automobile exhibit in the industrial tent. Scarcely a car in the hundreds there shown but what was severely damaged.

The main exhibit tent suffered only minor injury, having a hole blown in the top on the South side and the bandstand wrecked by having a building blow through the north side of the tent. The total loss, as last estimated, will amount to \$130,000.00.

The Orange Show Committee, which is composed of some of the best and most progressive men in San Bernardino, from all stations of life and every business industry, are not in the least dismayed by this loss. A year ago the Executive Committee of the show acquired forty acres of land as a permanent Orange Show home and an imposing entrance was at that time erected. Plans are now under way to erect a steel frame exhibit building to house the future shows and the scheme will undoubtedly be put through if we are to judge the future actions of the Orange Show Committee by their past performance in the face of all hazards.

Undoubtedly every community of Southern California will be ready and anxious to help forward the permanent housing plans of the Orange Show Committee when they have been perfected and it is an omen of wonderful co-operation when many of the exhibitors who were awarded large cash prizes have turned these prizes back to the Committee as a nucleus of a rebuilding fund and undoubtedly before the show is closed, other prize winning communities will follow suit and render this means of assisting to the Orange Show Committee who gave months of their time and their efforts and many dollars of their per-

Safe Handling of Live Wires

All Persons Handling Should Have Knowledge of Precautions for Self Preservation

The frequency with which we read of persons being shocked, burned or killed by the handling of live wires suggested the accompanying discussion of the subject, which was prepared by A. H. Ballard, Chief Substation Operator.

SHOCK, burn or death by electricity is caused by electric current passing through the body, and this current is driven by voltage or pressure. In order for current to flow the circuit must be complete, for every particle of current flowing from a dynamo must return to the dynamo. A current meter placed in the outgoing circuit of a dynamo and one placed in the return circuit will register exactly the same amount. But with the voltage it is different. The outgoing voltage is high enough to drive the current through the circuit, while the incoming voltage is zero.

The earth is a conductor of electricity, and if a wire or conductor carrying current is broken and the earth substituted as a part of the circuit the current will continue to flow, providing the zero side of the dynamo has a connection to the earth somewhere else. Thus it is that a person standing on the ground and taking hold of a broken wire completes the circuit and the current flows through the body instead of the original circuit.

Why Insulators Differ

Theoretically an insulator is a non-conductor of electricity. There are a number of substances that offer a high resistance to the electric current, but all known substances conduct electricity to some extent, and their conductivity varies under different conditions, and for this reason different materials are used for different purposes of insulation.

Perfectly dry earth offers a high resistance to the passage of electricity, but the resistance rapidly lessens as moisture is added, and is further reduced if salts or alkalies are contained in the earth.

Perfectly dry wood is a good insulator, but it also loses its insulating properties as it becomes wet.

Glass and porcelain are generally used for insulators to keep wires carrying electricity from the poles to which they are suspended, but in a heavy fog or rainstorm the electricity tends to creep over their surface through the

sonal finances in order to produce annually the National Orange Show and from which not one of them receives a dollar of compensation.

The National Orange Show organization stands out as second to none in the world as a community building and industry exploiting organization of the highest type that functions most efficiently without hope of any personal gain or return.

film of moisture, so that they have to be made large in proportion to the voltage they have to carry.

All metals are good conductors of electricity. Growing plants and live trees are fair conductors, and animal substances are good conductors of electricity.

You noticed above that I spoke of resistance deteriorating as moisture was added to them, but chemically pure water is a good non-conductor; it only becomes a conductor as it gathers salts, acids or alkalies from the earth or air.

Dry air is an excellent insulator and is the cheapest insulator known, as it is simply a matter of keeping at a safe distance from the conductor.

Rubber is a good insulator, either as a covering for the conductor or as a pair of rubber gloves, provided it is of sufficient thickness to withstand the voltage it is subjected to. But a pair of rubber gloves that would protect you from a 600-volt trolley wire would not protect you from a 2,200-volt light wire.

Danger of Broken Insulators

Poles along the street are often braced with guy wires, and these wires are cut in one or two places and glass or porcelain insulators inserted, to prevent any current from leaking from the conductors, but sometimes these insulators break and allow the current to follow the guy wire.

In buildings dry wooden floors are usually sufficient to protect against the ordinary voltage, but brick, stone and cement floors and walls, while insulators to a certain extent, are usually moist enough to render them practically useless as insulators.

Telephone wires carry only low voltages that are not dangerous, but many cases are known where they have come in contact with high voltage wires and become dangerous.

In picking up a broken trolley wire a person should stand on a piece of dry wood, such as a dry cross tie, and use a trolley pick-up, which is an instrument made of two pieces of wood, to which a long rope is attached with which to tie it to a pole in such a way that it will not touch the ground.

California state laws prescribe the method of placing all wires carrying electricity, and they are perfectly safe in their prescribed position, but may be very dangerous if handled by any one who has not a full knowledge of their condition. So that persons whose duty does not require them to handle transmission wires should always avoid them.

All eligible voters must be registered by April 6th in order to vote at the forthcoming primary election on May 6th. Register now!

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms at 2:15 P. M. Feb. 6th. The following members were absent at the time the roll was called: L. A. Lovell, A. F. Stowe, Geo. Potter, H. C. Bidwell, E. S. Mills, N. D. Gilbert, J. W. May, L. J. Bush, S. A. Bishop, S. H. Anderson, and C. H. Burnett.

The minutes of the last meeting were read and approved. Then the following reports were read by the Manager concerning the funds held by the Club.

Club Fund

Balance 1-1-24\$1,350.12
Receipts 1,200.18

Total\$2,550.30
Expenses 2,199.11

Balance 1-31-24\$ 351.19

Relief Fund

Balance 1-1-24\$ 37.80
Receipts 1,059.40

Total\$1,097.20
Paid Out 835.00

Balance 1-31-24\$ 262.20

Unfinished Business

The Manager of the Club stated that an Educational Instructor employed by the Company will spend specified hours at the Club to meet any and all who desire information concerning educational advantages, and will also arrange to visit the various terminals at a given time for the same purpose, for it is readily seen that there may be some who are unable to come to the Club at the time the Instructor is there. It is desired that each one try to spread the news of this new educational advantage and to note the special notice on the same subject which occurs elsewhere in this issue of the Magazine.

Mr. Severance states that the Club Rooms at San Bernardino are in fine condition and that many in that locality are anxious to take up the study of Spanish.

The Manager requests that any and all Club Cards now used by employees be turned in at the time any employee leaves the services of the Company. Each Foreman is urged to see that this is done at the time employee severs his connection with the Company.

When an employee wishes to withdraw from membership in the Club it is necessary for him to write a letter to that effect, enclosing his own Club Card and those of his dependents. Then the matter will be given prompt attention and said membership cancelled.

New Business

The question of rerouting the Shop Special was again brought up and discussed fully. The Manager and Willis Brooks promised to take the matter up with the proper officials and make a report at the March meeting of the Executive Committee.

Mr. Spencer brought up the question of an entertainment for the employees at Sherman, but at present there seems to be no convenient place for such an event. However, this will be arranged at a later date.

Mr. Manley suggested that each department go over their rolls to learn who are not members of the Club and Mortuary Fund and that such persons be invited to become members either by a personal letter sent out by the department or by a personal interview.

Mr. Hail advised that those employees of the Company who are not members of the Club be invited to visit the Club at some time to learn some of the valuable features which they would enjoy if they became members.

Mr. Thorburn suggested that each department make up a list of their members who are not members of the Club or Mortuary Fund so that the Executive Committee may have some data to work on at the next meeting.

Mr. Delmar said that he has had much difficulty explaining the dissatisfaction which has occurred among the men at Ocean Park concerning the

charge made for the first month's dues to the Insurance Company. Mr. Lovell answered that his department is keeping a very careful record concerning this and if a member has been charged too much for his month's dues that it will be re-adjusted in the following month. Employees are requested to re-read the Insurance booklet and to ask their foremen concerning any doubt which may be troubling them.

Mr. McCammond spoke of the very pleasant evening which the employees enjoyed at Redondo Beach on Monday, January 21, 1924. He said that the music rendered by the Pacific Electric Club Orchestra was especially fine and that Mr. Vickrey should be complimented on the success of the entire evening's entertainment.

One death occurred among members of the Mortuary Fund during February, that person being Charles Vivier, who was the victim of an unfortunate accident at the Lankershim substation. His sister was named as beneficiary, she receiving check in the amount of \$900, the largest sum yet paid during the life of this feature of the Club's activity.

P. E. CLUB BULLETIN

March 12, 1924 to April 12, 1924

Wednesday, March 12:

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

Thursday, March 13:

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

Friday, March 14:

Motion Picture Show in Auditorium at 7:45 P. M.

Northern Division Safety Committee Meeting at 2:00 p. m.

Monday, March 17:

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

Wednesday, March 19:

Trainmen's meeting as follows:
Northrn Division at Pasadena.
Western Division at Sherman.
Southern Division at the Club.

Thursday, March 20:

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

Friday, March 21:

Motion Picture Show in Auditorium at 7:45 P. M.
General Staff meeting at 10:00 a. m.

Monday, March 24:

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

Thursday, March 27:

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

Friday, March 28:

Motion Picture Show in Auditorium at 7:45 P. M.

Monday, March 31:

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

Wednesday, April 2:

Executive Committee meeting in Assembly Hall at 2:00 p. m.

Thursday, April 3:

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

Friday, April 4:

Motion Picture Show in Auditorium at 7:45 P. M.

Club Movie Program

Friday, Mar. 7:

Main feature, Bebe Daniels in, "Heritage of the Desert."
Comedies, "Navy Blue" and "Wrecks."

Friday, March 14:

Main feature, "Big Brothers" with an all star cast.
Comedy, "The Speeders."

Friday, March 21:

Main feature, "The Stranger," with Lois Wilson and Richard Dix.
Mermaid Comedy, "Look Out Below."

Friday, March 28:

Main feature, "Pied Piper Malone," with Thomas Meighan.
Cameo comedy, "Between Showers."

Friday, April 4:

Main feature, "To the Ladies," with Theodore Roberts.
Christie comedy, "Let Her Run," and Cameo comedy, "Bumps."

Friday, April 11:

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

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

Monday, April 7:

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

Tuesday, April 8:

P. E. Masonic Club will meet in Auditorium at 8:00 p. m.
Western Division Safety Committee meeting at 2:00 p. m.

Wednesday, April 9:

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

Thursday, April 10:

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

Friday, April 11:

Motion Picture Show in Auditorium at 7:45 P. M.

Saturday, April 12:

Agents' meeting in Assembly Hall at 8:00 p. m.

SOUTHERN DIVISION NOTES

By F. J. Oriva

An enjoyable trip to San Francisco, his old home, was a recent pleasure of Conductor C. T. Woolery, of the Long Beach line. It has been four years since he has visited his home city.

Motorman M. DeLisle, of the San Pedro line, is slowly recovering from a badly crushed foot.

After working two years on the La Habra line, Conductor H. Wilmet, has bid in and been assigned to run No. 59, which runs into Long Beach.

One of the first vacationists of the season is Towerman C. C. Dodge who is spending his leave of absence on his farm near Riverside.

The sympathies of his many friends are extended to Motorman R. W. Gallop, of the Redondo line, whose wife died on February 4th.

Congratulations are being showered on Conductor L. Goodman, of the bonding car, upon the occasion of the arrival of a 8½ pound baby girl at his house.

Foreman Jack Elliott, of the wrecker 002, is wearing a grandad smile since Doctor Stork made his last visit in this community.

The many friends of Mark Shirley, gateman at the Main Street station, were saddened to receive the news of the death of his son last month following a short illness. The body was taken to Cleveland for interment.

One of the prize winners from the Southern Division in the P. E. Rod and Gun Club contest was Motorman C. E. Rose of the San Pedro-Gardena line. He won a handsome watch fob.

Our old friend Motorman Dan Terry is back working a passenger run after having spent a year in freight service.

Pacific Electric Club Educational Plan



Earl W. Hill, Educational Advisor

THROUGH the appointment last month of Earl W. Hill as Educational Advisor, employees of this Company will have at their disposal the benefit of authoritative advice and counsel in the furtherance of training on any subject in which they may be interested. This is to be another feature of Club work, it being decided to install the service following reports that many would avail themselves of its benefits.

At stated and regular intervals, suited to the convenience of employees in various branches of our service, Mr. Hill will be located at the Club headquarters where he will be glad to consult with employees as to just what branch or stage of study they should pursue, where and when the best treatment of that particular subject may be obtained and any other information they may desire along educational or manual training lines.

For the ambitious man or woman desiring to advance his knowledge in almost any subject the Los Angeles Evening High School offers educational and manual training by well qualified instructors of almost unbelievable variety. Here is found an evening high school with the largest attendance of any in the world. The enrollment of this school at present exceeds 8,000 scholars, 140 teachers being required to care for the many classes and subjects. It is an interesting fact to know that 85 per cent of this school's enrollment is made up of persons more than twenty-one years of age. In addition to the evening high school, the Board of Education maintains evening school classes in many districts of the city without cost to the student. Other sources of educational

and manual training are available to the scholar at the University of Southern California, Southern Branch of the University of California and the Y. M. C. A., all of which conduct night classes at fees within the reach of all.

We are fortunate in being able to secure a man of Mr. Hill's training and widespread experience with local schools as head of our Educational Bureau. He has served as instructor in a course on Transportation at the Polytechnic Evening High School, which course he installed in that institution five years ago. At the present time he is instructor on Transportation at the University of Southern California and for five years served as District Manager of a nationally known correspondence course. Two years of service with the Southern Pacific Company in which he gained first hand knowledge of railroad work rounds out a career which fits him particularly well for the work he will perform.

A small amount of training in a special line has frequently fitted men for the step ahead with its broadened opportunities. The facilities for the knowledge desired are available and await those who wish to take advantage of them.

"FATHER TIME" THIS YEAR PLAYS LEAP FROG

How many know the origin of Leap Year? Myth and history both give us data concerning this year in which the fair sex enjoys the gallant and delicate privilege of extending to her chosen one the joy of sharing her fortune or misfortune as the case may be.

Myth attributes the day to St. Patrick who, while promenading along the banks of Lough Neagh, was accosted by the fair spinster St. Bridget. She pleaded that there were many unmarried girls in the community and begged that a day be set aside on which the girls might plight their troths to the bachelors. St. Patrick agreed to allow them this privilege once each seven years. St. Bridget thought this too few and upon suggesting that they be allowed once each four years, St. Patrick acquiesced. This joyful news so elated Bridget that she threw her arms about his neck and kissed him fervently, at the same time asking his hand in marriage. This quite upset him and, with consolation, he gave her a silk dress and a kiss to alleviate her sufferings over his negative reply.

As to the historical origin, it is recorded that in the year 1288 the following law is said to have passed in Scotland: "It is statut and ordaint that during the rein of hir maist blis-sit megeste, for ilk yeare knowne as lepe yeare, ilk mayden layde of bothe highe and lowe estait shall hae liberte to bespeke ye man she likes, albiet he refuses to taik hir to be his lawful wyfe, he shall be mulcted in ye sum ane pundis or less, as his estait may be; except and awis gif he can make it appeare that he is betrothit ane ither woman he then shall be free."

Start Preliminary Tunnel Work

Contractor Soon to Be Announced and Huge Project Shortly Under Way

ACTIVE work by contractor on the Hollywood tunnel is now but a matter of weeks and before the next Magazine goes to press it is more than likely the one to whom the undertaking is awarded will be actively engaged in the tunnel bore. New interest was created in this project last month when on February 18th final plans and specifications covering every feature of the work to the most minute detail were placed in the hands of prospective contractors. The provision was made that all bids must be received not later than March 11th and following the selection of the successful bidder, the contract provides that active work shall be begun within two weeks after acceptance of bid.

In order that the work of the contractor will not be delayed or interfered with, work was begun on Feb. 21st on the razing of a number of residences and buildings on Toluca Street near the western terminus of the tunnel. In anticipation of tunnel operation requirements and the arrival of new cars, the Electrical Department has just completed the underground installation of a 1,000,000 circular mil lead covered copper cable between the Maple Avenue substation and the Hill Street Station. Also, contract has been let for the construction of the new Toluca Street substation which will furnish power for cars operating through the tunnel and transmission line to it is now under construction.

The plan on which the contractors are to bid calls for the terminal to be located at grade at the present site of our Hill Street Station, all thought of using the Pershing Square as an underground terminal having been abandoned, following the recent disapproval of the plan by the City Council.

Delay in starting the tunnel has been caused by the loss of time due to consideration given the use of Pershing Square as a downtown underground terminal, Mr. Pontius explained recently in a public statement. Following favorable expression of approval by the voters of Los Angeles to use the park for this purpose, much time and thought was given to engineering plans with this end in view and when the City Council disapproved the plans submitted it was necessary to again revise them. Commenting upon this feature Mr. Pontius said: "Had it not been for the thought given the possible use of Pershing Square, which was endorsed by practically all civic organizations, including the Chamber of Commerce, L. A. Traffic Commission, Engineers & Architects Assn., Community Development Assn. and favorably voted upon by the citizens of Los Angeles, this tunnel would have been under con-

struction months ago. However, it has been ruled by the City Council that Pershing Square must not be used, which means that the permanent terminal will be constructed at grade on Hill Street for trains serving the Santa Monica bay district, western district of Los Angeles, San Fernando Valley and the Glendale-Burbank district and cannot be extended when once completed."

Under a ruling made by the State Railroad Commission a period of eighteen months is allowed to complete the tunnel, which time limit will expire on August 21st, 1925. Mr. Pontius has stated that in his judgment the work can be completed and the tunnel in operation on scheduled time.

The work is to be done under the direct supervision of E. C. Johnson, Chief Engineer and M. C. Halsey, Structural Engineers, both of whom have spent many months of intensive work on this project. The length of the tube will be 4,224 feet, with approximately 300 feet of open cut work on western terminus and involves the removal of 135,000 cubic yards of earth. As previously stated the completed cost of the project will aggregate an expenditure of \$3,500,000.

When and Where to See Educational Advisor

EVERY Pacific Electric employee who desires to take advantage of the excellent opportunity afforded in local schools and colleges for further educational and manual training are urged to call upon Earl W. Hill, Educational Advisor, who has a fund of information that will be helpful in putting you on the right track. His office is in the Pacific Electric Club and he will be glad to aid you.

In order that employees on various shifts throughout the day may be enabled to call on him, Mr. Hill has arranged his hours at the Club to suit the convenience of all. He may be seen four days each week between the hours noted below:

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

BUSIEST YEAR IN HISTORY FOR MEDICAL DEPARTMENT

Some idea of the tremendous demand made upon our Hospital Department may be conceived from the fact that during 1923 a total of 8,067 cases were handled, which is 1,296 more than during the year 1922. It is to be understood that the figure quoted represents actual individual cases, and not visits or treatments given. In many cases as high as thirty treatments were necessary.

The following figures were taken from the report for the year, same being supplied us by Miss E. Brahm of the Medical Department:

Number of employees treated for sickness	6,078
Average number of days lost...	5.1
Number of employees treated for injuries occurring while on duty	1,832
Average number of days lost...	7.4
Number of employees treated for injuries received while off duty	157
Average number of days lost...	5.0

Inquiry is frequently made as to the rule which requires employees obtaining a Doctor's release before returning to work after having received medical attention. The principal reason for this rule is for the protection of the employee, as one skilled in the medical profession is a better judge as to the proper time when the patient can safely resume work. Employees who have disregarded this rule have had serious relapse. The State Railroad Commission also require authentic reports which would be difficult to obtain if releases were not issued by the Medical Department.

MACY ST. TERMINAL NOTES By H. L. Young

On January 29th there was born to Mr. and Mrs. H. Ruth a baby boy; another "Babe Ruth" we might say. Another birth report is that of a baby girl who, on January 26th came to brighten the home of Mr. and Mrs. Roy Garst. The stork in his travels also came to the home of Mr. and Mrs. Davis where on Feb. 3rd he left a baby boy.

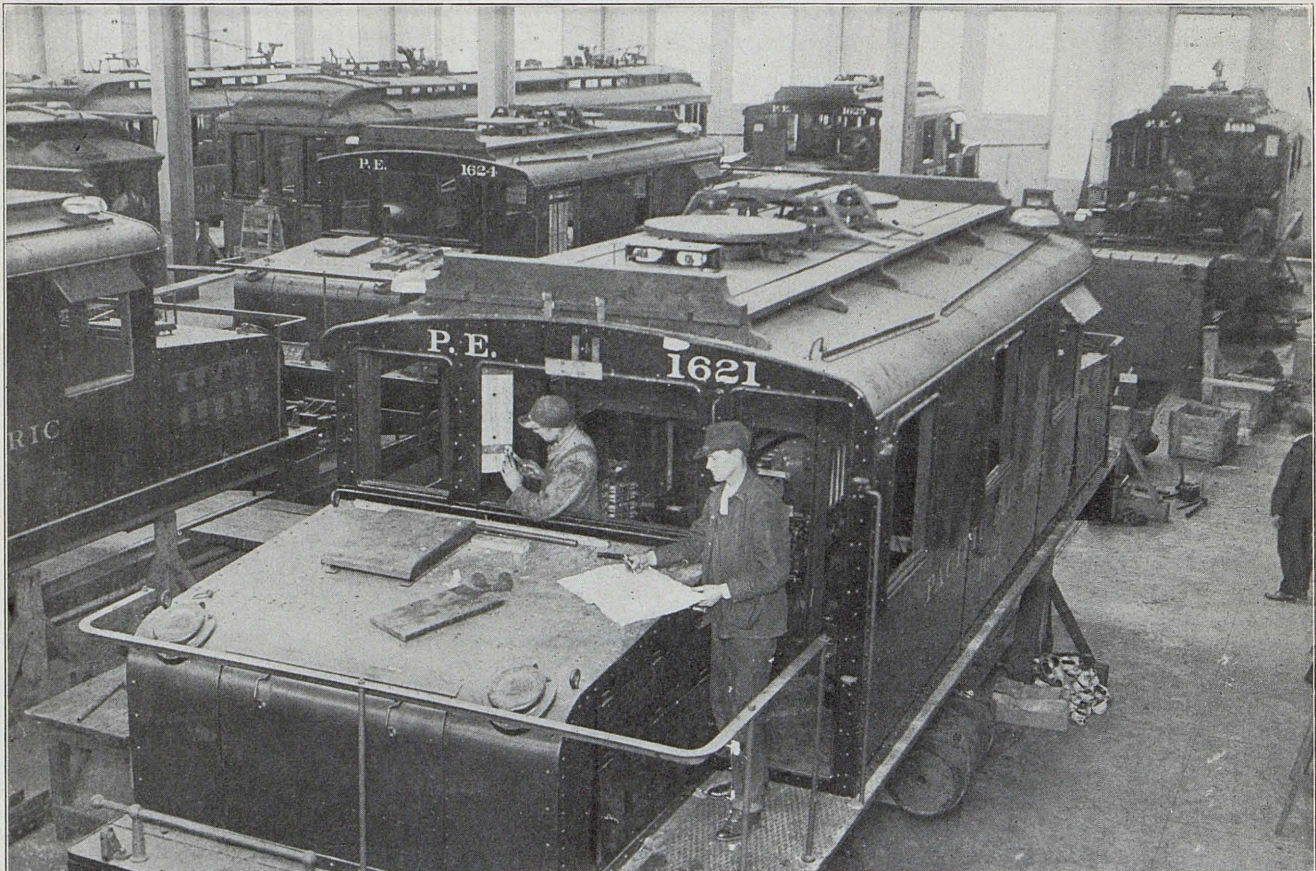
Conductor W. L. Wright who was struck by an inbound Alhambra train on February 20th is reported to be recovering as rapidly as can be expected.

The freight business on the Northern Division continues to grow steadily and there has been no noticeable let up in freight volume on this division.

After a four weeks absence on account of sickness, Conductor B. F. Goddard has returned to work.

Among the new assignments is that of W. B. Blevens who has been appointed Night Yardmaster and George Walliser who was given the place of Day Yardmaster, having charge of the Northern Division freight movements out of Los Angeles.

SHOPS NOW BUILD THEM AS WELL AS FIX 'EM

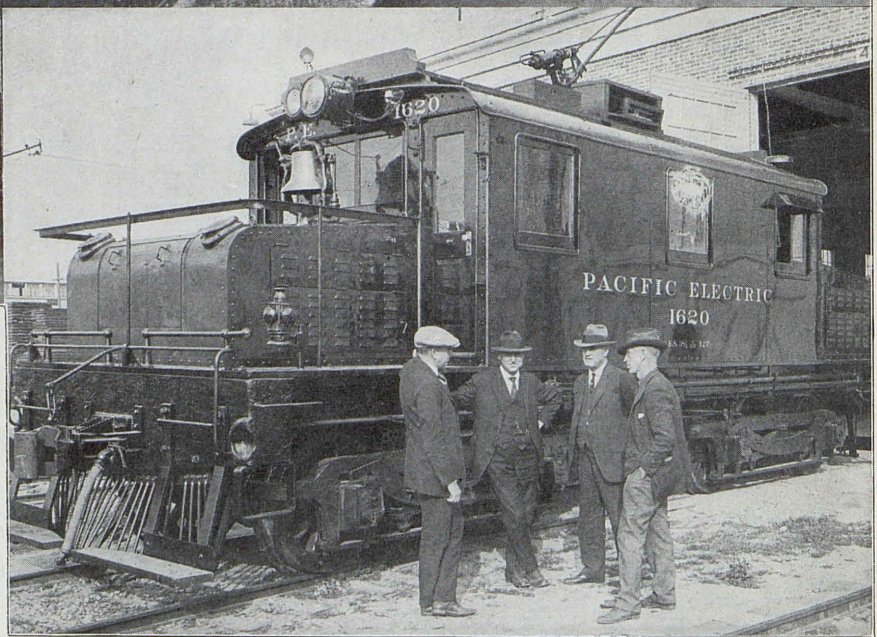


Progress stages of locomotive building at Torrance Shops; below, four of their supervisors, left to right: F. E. Geibel, E. O. Straub, J. G. Liston and H. R. Clarke.

By F. E. GEIBEL,
Asst. Superintendent Motive Power

THE Torrance shops will this month complete an order for eight 60-ton 600 1200 volt, direct current, locomotives. The locomotives are our standard 1601 class and the order was secured on bid in competition with the two largest manufacturers of electric locomotives in the world. By setting up to assemble these locomotives at Torrance there will be a saving in first cost of approximately \$4,000 per locomotive, including the saving on freight on coast delivery.

These locomotives are in every essential duplicates of our present 60-



ton locomotives, varying only in such detail where the operation could be improved or the maintenance cost lowered. As an example, the built-up type of trucks has been replaced by a solid cast steel truck. The cast steel frame of the truck is manufactured in St. Louis, but all the truck

forgings, including brake rigging were made in our own forge shop, and the trucks were completely assembled at Torrance. The starting resistance has been proportioned to give a more even starting torque, making the locomotives more suitable for heavy switching service. All equipment has been

installed in such a manner that inspection and repairs can be easily made.

Home Industry

The frames and cabs of these locomotives are built of structural steel, with heavy cast end bumpers. The frames and cabs were fabricated and assembled locally and all brass, iron, steel and malleable castings used in the assembly were made in local foundries. In fact, aside from the electrical and air brake equipment, all materials or parts necessary for the construction of the locomotives, with the exception of a few strictly railway specialties, were purchased in the Los Angeles markets.

The negotiations for the purchase of the locomotives were started last March. The bids were closed and business awarded this company in April. The order for the electric equipment, the largest to come from the east, was not closed until May, with a promise of shipment in six months. The first material was delivered in August, but owing to delay in the shipment of truck frames, work was not started, except in a preliminary way, until November. The promised shipment of six months on the electric equipment was delayed to seven and then eight months. Complete shipment was not made until the middle of January, with delivery at the shops a month later. However, the flexibility of the shop forces is such that it was possible to keep the work right up with the delivery of materials with little loss of time and at this writing the shop is in full production, completing one locomotive per week as promised.

Specification Details

The finished locomotive weighs 127,000 pounds, all of which weight is on driving wheels. In this arrangement the maximum traction effort is obtained for a given total weight. The locomotives are equipped with four 205 H. P. nominal rating motors arranged for series-parallel operation on 600 and 1200 volts, with special provision for full series operation on 600 volts for slow movements. The effective capacity of the motors is further increased by forced ventilation. The ventilation is secured by means of fans driven from the dynamotors. The dynamotors also drive the air pumps through a multiple disc clutch. The clutch is controlled by air pressure cutting in on low pressure and cutting out when the air in the brake system has been brought back to full pressure. Two compressors are provided on each locomotive having a combined capacity of 150 cu. ft. of free air per minute. The locomotives are the largest electric locomotives built on the Pacific Coast with an hourly rating of 31,400 pounds tractive effort at 13½ M.P.H. and a continuous rating of 12,000 pounds tractive effort at 18 M.P.H.

This accomplishment in locomotive building, coming just after the completion of sixty-two bus bodies, speaks well for the Torrance shops. The shop forces, to a man, are justly proud

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

HONESTY of Trainmen employed by this Company elicited the following commendatory letter from Miss Florence Morgan of Hollywood who experienced the loss of several articles on our cars, all of which were returned through the Lost and Found Department after having been recovered by Trainmen:

"I should like to express my appreciation of the courtesy of men employed on the Pacific Electric cars. Though it may be true that honesty deserves no praise and virtue is its own reward, I feel that a good word of appreciation is not amiss.

"I am a very careless and absent-minded person and at different times have left behind me on the car, two purses, an umbrella and several odd gloves. These have all been restored to me and coming from New York City where a lost purse is a gone purse, this seems to be little short of marvelous.

"Last summer a friend of mine, returning from the beach, left her wet bathing suit on the car. The next day when she called at the Lost and Found Desk at the Hill Street Station, the bathing suit was not only returned to her, but during the night it had been removed from the case and dried.

"And so, though I cannot personally thank those conductors who so kindly turned in my carelessly lost property, I can at least write to headquarters, that the Superintendent may know these courtesies are greatly appreciated."

FOR courtesy and aid extended an aged passenger, Bus Driver J. F. Glines of the North Los Robles line in Pasadena, was commended as follows by a passenger who observed and reported the incident:

"I wish to extend to J. F. Glines a commendation for his very courteous treatment and attention to an aged woman who boarded his bus at Ashtabula Street recently. I happened to be a passenger on the bus at the time and know his kindness was likewise appreciated by several other passengers who witnessed his tender treatment of his frail and elderly charge."

ASPLENDID tribute to the efficient and courteous manner in which Conductor H. K. Riordan, Northern Division, performs his duties is contained in the following letter ad-

of the excellent shop facilities, and appreciate the policy of the company in providing new improved equipment from time to time as the need develops. The organization feels that anything that rolls on wheels can be built at Torrance and at a saving to the Company.

dressed to the management from Mr. E. J. Des Moineaux of the "Better America Federation:"

"The writer has frequently been a passenger on Pacific Electric cars plying between Los Angeles and Pomona. I have often had the pleasure of riding in a car in charge of Conductor No. 556 (Mr. Riordan) and have noticed the efficient and pleasing manner in which this Conductor performs his duties.

"He is a credit to your organization; is alert, vigorous and prompt, he announces the names of stations in clear distinct tones; is courteous and polite to passengers; answers questions and gives information cheerfully and explicitly; knows how to smile and is not afraid he will do too much. At stations he stands near the exit and assists women and children to alight and directs strangers.

"It is indeed a pleasure to commend Conductor No. 556. Such employees should, and no doubt will, in due time receive merited reward and deserved promotion."

"TAKE this means of expressing my sincere appreciation of courtesies extended me by Conductor No. 1208 (A. M. Engel) of the Watts Line," writes R. J. Wilmer of 526 E. 56th Street. "Will leave Los Angeles with kind memories of the Pacific Electric Railway after riding this man's car, even though I am a little pessimistic about privately owned public utilities."

Coming from a patron who is prejudiced against privately owned utilities the foregoing commendation is all the more gratifying and the thought occurs that were all our patrons served efficiently and courteously by all trainmen and employees much of the agitation for privately owned utilities would subside.

Why Rain Follows a Battle

It is often asserted that heavy cannonading in battle will cause rain. The United States Weather Bureau points out that rain naturally follows a battle, in the ordinary course of events—just as it often follows a card party, a baseball game, or a dog fight.

However, there is a particular reason why the assertion that rain follows a battle is a "good guess." Movements of troops which precede a battle must generally be carried out in fair weather, as dry roads are an important factor. As these preliminaries often take several days the end of a dry spell of average duration is quite likely to be reached by the time the engagement is begun—due in accordance with the normal program of nature. But gunfire does not and cannot cause rain.—Pathfinder.

TIMELY TOPICS FOR TRAINMEN

THE question "why are tickets limited for use during a specified period of time?" is occasionally asked by our patrons, and unquestionably is seldom answered to the satisfaction of the inquirer. The following answer is given by the Passenger Traffic Department for the benefit of Agents, ticket sellers and other employees of whom this question may be asked:

"Tickets are limited for use during a specified length of time for the reason that time is an important factor to be considered by a carrier in the sale of service. It is comparable in importance to quantity in ordinary merchandising. The more service that is sold during a period of time, the greater is the reduction of cost of this service to the purchaser. This factor is responsible for the various forms of tickets for which fares are named in our tariffs, providing for the infrequent traveler; the family travel and shopper; the frequent traveler during a short period; the student and the daily commuter. The length of time during which any of these forms of tickets may be used is the gauge by which the charge is graduated, and to remove the limitation of time would result in leveling the charge whereby the casual traveler would pay at the same rate as the buyer of wholesale quantities.

"Rate making bodies and governing commissions throughout the country recognize the justice of varying the charge for transportation according to this classification and following the common practice, this company adopted it, and the same is, of course, authorized by the State Railroad Commission."

"**T**RAINMEN who are selected to break in new men after instruction period, should realize the importance of this work and its bearing on the future success of the new man," writes Geo. H. Grace, Chief, Efficiency Bureau.

"He comes to you just out of the instruction class and ready for assignment to a run on your line. See that he gets started in the right way and in accordance with instructions given by the train service instructors.

"We have had frequent cases where new men when breaking in on the cars have been told by the instructing trainmen that such a thing was not necessary, nor the observance of this or that rule required. The course of instruction given by the Instruction Department has been carefully worked out to the end that all may understand alike.

"The various operating rules and regulations, also, have been compiled and put into effect from time to time for the guidance of employees in the conduct of the Company's business. Why then tell the new man otherwise?

"For the benefit of the new man we

will say that the Instruction Department has coached you correctly as to the performance of your duties and no trainman is authorized to modify or waive any of the requirements laid down by such instruction. This will also apply to each and every one of the rules and regulations contained in the book of rules; they are there to be strictly observed.

"There should be no misunderstanding of the above."

PASSENGERS who indulge in the practice of using the opposite seat as a foot rest are still to be seen at times, although the habit is one not indulged in to the extent it was in the past. Those who do so show an utter disregard, not only for the clothes of other passengers who will subsequently sit where their dirty shoes were resting, but likewise for the company's property. Upholstery of seats is a costly expenditure, especially considering that we operate more than 800 cars.

Conductors, observing a passenger with his foot upon a seat, will gain the lasting favor of other patrons by quietly and politely requesting that he remove his foot or feet from the seat. The habit is one which of our passengers resent and Conductors should have no hesitancy in correcting an offender.

ALTHOUGH most Motormen are governed by existing speed restrictions over road crossings, it frequently occurs that violations come to the attention of our operating department and it becomes necessary that the offender be severely reprimanded. Like all rules, those governing speed over certain crossings are based upon years of operating experience and existing local conditions are fully taken into account.

Rules do not require that all trains should slow down at every road crossing. The most dangerous crossings are selected and safe and sane operating speeds designated, as local conditions in the case may require.

Our officials know exactly why every speed restriction, as well as every rule, is made, and as employees of this company it behooves each of us to obey all rules, regardless of any personal views we may hold.

Diplomacy

The Young Bride (looking in jewelry store)—George, I'd love to have that bracelet.

The Husband—I can't afford to buy it for you, dear.

The bride—But if you could, you would, wouldn't you?

The Husband—I'm afraid not.

The Bride—Why?

The Husband—It isn't good enough, dear.

The Bride—Oh, you darling!—Life.

RAILROAD BOOKS COMMENDED BY HIGHEST AUTHORITY

The selection of books on railroad subjects is frequently a difficult one, so many having been written on each phase that a choice is often made without the knowledge that the work is the most authoritative or best to be obtained on the subject. For the benefit of employees in their selection of books on railroad subjects we print below those recently recommended by one of the foremost authorities in the United States, Julius Kruttschnitt, Chairman of the Board of Directors, Southern Pacific Company.

Principles of Railroad Transportation, by Johnson & Van Metre, Appleton, publisher.

Railroad Traffic and Rates, by Johnson & Huebner, Appleton, publisher.

Railway Problems, by Wm. Z. Ripley, Ginn & Co., publisher.

The American Transportation Question, by Samuel O. Dunn, Appleton, publisher.

Where & Why Public Ownership has Failed, by Guyot, Bobbs, Merrill & Co., publisher.

Government Ownership of Railways, by Samuel O. Dunn, Appleton, publisher.

The Rise of Rail Power in War and Conquest, by Edwin A. Pratt, London, Selden & Blunt, publisher.

The Economic Theory of Railway Location, by Wellington, John Wiley, publisher.

M. of W. and Structures, by Wm. C. Willard, McGraw-Hill Book Co., publisher.

Locomotive Operation and Train Control, by Arthur J. Wood, McGraw-Hill Book Co., publisher.

Handbook of Railroad Expenses, by J. Shirley Eaton, McGraw-Hill Book Co., publisher.

Ports & Terminal Facilities, by MacElwee, McGraw-Hill Book Co., publisher.

Railroad Administration, by Ray Morris, Appleton, publisher.

The Railways and the Traders or the Railways and the Shippers, by Wm. M. Acworth, Appleton, publisher.

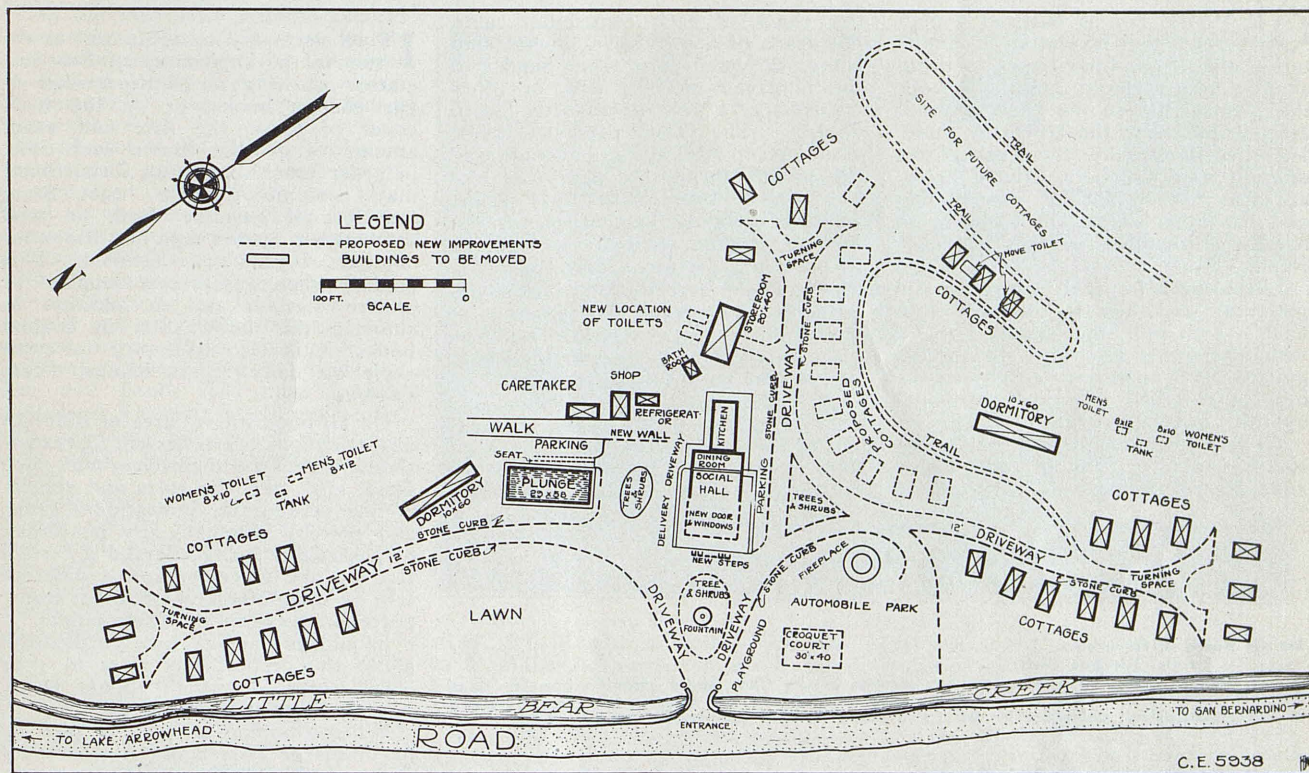
Interstate Transportation (2 Vol.), by Harry C. Barnes, Bobbs Merrill & Co., publisher.

NEW MT. LOWE HIKING TRAIL SOON TO BE COMPLETED

The completion of a new trail between Alpine Tavern and Switzer's Camp is but a matter of a few weeks, this information having been announced last month by T. W. Sloan, Supervisor of the Angeles Forest district. The new trail, which goes by way of Bear Canyon, opens to the hiker the beauties of the upper Arroyo Seco region, and traverses a route easily ascended by even the infrequent hiker and the hard, arduous journey heretofore necessary between these two points is eliminated.

Mr. Sloan stated that due to favorable weather conditions the trail would likely be finished by March 15th.

\$17,000 OUTLAY FOR P. E. CAMP IMPROVEMENTS



Layout of P. E. camp grounds, buildings and cottages as they will appear after improvements to be made before the summer season arrives

APPROVAL has just been made by the management for the expenditure of approximately \$17,000 on our San Bernardino Mountain Vacation Camp, which, when completed will greatly enhance its beauty, as well as provide many new comforts. Also, this year's work will be the beginning of permanent cottages upon the camp ground that will ultimately replace the tent cottages that we have been using.

One of the most important things that will be done will be the re-landscaping of the grounds and the laying out of permanent driveways and trails from all parts of the grounds to the community center. This in turn will involve the moving of a number of buildings; the construction of ten permanent cottages this year; a large amount of beautifying of the grounds, which includes curbing in of drives, construction of retaining walls, and the creation of much new rustic work.

Ten New Cottages

Among the changes that will be greatly appreciated by all who have enjoyed our camp in the past will be the increase in the number and changed locations of comfort stations located throughout the grounds, and with the elimination entirely of the old comfort station, a re-grading of the grounds in the vicinity of its location and the installation upon the hillside of the ten new cottages.

Arrangements will be made for the better care of automobiles during their

stay in camp by provision in the new layout that has been made for adequate parking space for the cars in one location where they can at all times be under observation of the camp authorities and properly safeguarded.

The oval in front of the social hall, that was partially improved a year or so ago by the erection of a fountain near the flagpole, will receive special treatment and will be indeed a beauty spot when completed, resembling very much the rustic parkway in front of the Lake Arrowhead dancing pavilion.

New stone steps of an ornamental character are to be built at the front entrance to the social hall. The croquet grounds will occupy a new location near its present one and surrounded with a playground for the children.

These improvements to be made, coupled with the additions that were made last year in new dormitories, refrigerating plant, water extensions and betterments, will indeed make our mountain vacation camp one of the most complete in the San Bernardino range and in point of sanitation and scenic beauty surpassed by none.

It is certain that the announcement of these improvements for the pleasure and benefit of all of us will be received most gratefully and it is equally certain that the high number availing themselves of these privileges last year will be greatly increased during the coming season.

The fact that provisions were made last year to provide all necessary bedding in the camp proved one of the

most popular things that has been done as was manifested by the large increase in patronage at the camp. Gratification will undoubtedly be shown by our employees when it is borne in mind that since the camp's establishment it has not made its financial way by quite a few thousand dollars, yet the management, notwithstanding this, has gone forward continuously in the improvement of our great vacation place.

Plan Early Vacation

Last year many employees were not privileged to spend their vacations at the camp because of the concerted rush for vacations during July and August, and the same condition will likely prevail this year unless employees begin at once to arrange for their vacations, and more take their annual leave earlier than usual or later than usual. The camp will open for visitors on June 1st, instead of June 15th as heretofore and will remain until October 1st and possibly until October 15th, if there is sufficient demand.

Employees should at once arrange with heads of departments for their vacation time and reservations for our camp should be made at the earliest possible moment. We are advised by Manager Vickrey that the club will begin taking reservations for the coming season March 15th and that assignment to quarters will be made in the order which applications are received after that date.

Are You Reaping Club's Benefits?

ON PAGE two is outlined a plan whereby the Executive Committee of the P. E. Club hopes to bring about a very material increase in both the membership of the Club, as well as contributors to the Mortuary Fund. In order to expedite the work of recruiting new members, printed below are two forms, one for membership and the other signifying a desire to become a member of the Mortuary Fund.

Little need be said regarding the pleasures and benefits derived from Club's activities, the small dues of which (25-cents monthly) do not begin to pay operating expenses, the bulk of which is liberally contributed by the Company.

As previously explained, the Mortuary Fund is a form of relief insurance, 25-cents being deducted from the

pay check of each contributor upon the death of a member, a liberal sum being delivered into the hands of the bereaved mother, wife or other beneficiary, a few hours after death occurs. The last payment made amounted to \$900 and the average cost per month during the past year was but slightly more than forty cents, which is certainly the cheapest form of insurance to be secured. In addition to providing for loved ones, contributors have the gratification which comes with the knowledge that they have contributed to grief-stricken loved ones of fellow employees in their hour of greatest need and sorrow.

By filling out the forms below and addressing to N. B. Vickrey, Manager of the Pacific Electric Club, membership cards will be promptly mailed entitling applicant to all benefits.

APPLICATION FOR MEMBERSHIP

....., 19.....
 To the Board of Governors,
 Pacific Electric Club:
 I hereby make application for membership in the Club under classification No. 2 of dues, 25 Cents per month, and pledge myself to support the Constitution and By-Laws of the organization, and abide by the rules made for the government of the Club.

Applicant

Employed in Dept.
 At

ORDER FOR REDUCTION OF DUES

L. A. Lovell, Auditor
 Pacific Electric Railway:
 This will authorize you to make a deduction of 25 Cents monthly from my earnings for the benefit of the Pacific Electric Club as my monthly dues thereto, said deduction to be transmitted by you to the Manager of the Club, and this order to remain in effect until revoked by me in writing with similar notice to the Club Manager.

ORDER FOR DEDUCTION OF DUES PACIFIC ELECTRIC EMPLOYEES' MORTUARY FUND

Mr. L. A. Lovell, Auditor,
 Pacific Electric Railway;
 This will authorize you to make a deduction of twenty-five cents (25c) from my earnings for the benefit of the Employees' Mortuary Fund, said deductions to be transmitted by you to the Treasurer of the Pacific Electric Railway and paid over to the beneficiary of the next deceased member of this Fund, and thereafter, upon the first pay day following the death of any such member of this Fund, you are authorized to make further deduction from my pay of twenty-five cents (25c) to replenish the Fund, such amounts to be paid over to the beneficiaries of the next succeeding deceased member of this Fund, and should there be more than one deduction of twenty-five cents (25c) of each such deceased member.
 This order is to remain in effect until revoked by me in writing.

(Signature)..... (Name in Full)
 Department and Division Occupation
 Head of Department.....
 My Beneficiary is (Name in Full)
 Date..... 19.....

NOTICE TO APPLICANT: This application will become effective as membership in the Mortuary Fund immediately upon the first deduction having been made from the applicant's pay for the benefit of the Fund, and a card certifying to membership will at that time be mailed to the applicant, and upon receipt should be carried in pass book as a means of identification. Membership in this Fund automatically ceases when member leaves the service of the Pacific Electric Railway.

Motorbus Musings

By J. A. Birmingham

IT IS necessary to again call attention to the importance of Bus Operators showing on slip provided in gas coupon books, or on the back cover of same, the date and exact amount of gasoline drawn each time, in order that Accounting Department may compute the two cent State tax for all gasoline used, as well as charging against each bus, the exact amount of gasoline consumed. This applies when gasoline is supplied at service stations and in addition to showing this information in coupon books, it is also necessary to enter same on daily report blanks, Form O-145.

On all lines where fares of different denominations are collected, Operators should familiarize themselves with such fares, also with the rules and regulations governing the application of same, and thereby eliminate any possibility of passengers being charged a certain fare by one Operator and a different fare by some other Operator for transportation between the same points.

Should you at any time be doubtful as to the proper fare, refer to your Tariff, copy of which should be in your possession when on duty.

When stopping at curb to pick up or discharge passengers it sometimes happens that point at which stop is made is muddy or perhaps not a safe place for a passenger to alight. In such cases, good judgment should be used, and stop made where possibility of danger can be avoided.

The matter of neatness is very essential, not only in the general appearance of your bus, but in your personal appearance as well, and operators must not appear on duty wearing anything but the regulation Pacific Electric trainmen's uniform, consisting of blue coat, vest and trousers, also cap displaying cap numbers.

On lines where destination or dash signs must be changed each trip, Operators should see that proper signs are on his bus before pulling out of garage, and have same displayed where passengers may plainly read and understand via which route bus is operating.

Again we wish to call your attention to the matter of co-operating in every way with bus mechanics and mechanical department in general in the matter of proper handling of equipment, reducing to a minimum all unnecessary bus failures as well as keeping down the cost of repairs. This can only be accomplished by all Operators using every precaution to avoid accidents and handle his bus as he would a car of his own.

Willie Draws the Line

"I'm not going to school today, 'cause we've got to work too hard."

"What have you got to do?"

"I don't know, but teacher said that we'd have caloused thenics after today's classes."—Wasp.

1923 SHOWS LARGEST NUMBER OF VISITING AUTOISTS

Visiting or tourist automobiles entering California from other States during the year 1923 made a gain of 135 per cent over 1922, it is shown in estimates prepared by the California Division of Motor Vehicles based on the number of tourist permits issued during the year.

Permits for 66,054 visiting cars were issued during the year, it was stated, as compared with 28,300 for 1922. Based on an average of three persons to a car, this would make a grand total of nearly 200,000 persons who visited California during 1923 by automobile.

Every State in the Union was represented and while registrations were heaviest from States contiguous to California, those from the extreme East and South had their quotas, Maine and Vermont were represented with 175 and 88 cars respectively, while 263 were registered from Florida.

Washington was first with 8,038, Oregon second with 7,350, Arizona third with 4,550 and Texas fourth with 4,123.

A sprinkling of visiting cars from foreign countries was reported. Canada leading the list with 875. There were 132 from Mexico, 175 from Hawaii, nine from Lower California and one each from Sweden and Guam. Even the frigid regions of Alaska were represented with five.

PASADENA TRAINMEN PARTY AT YE ALPINE TAVERN

Among the social functions of the Pacific Electric family during the past month was the party given the Trainmen of Pasadena on February 27th at Alpine Tavern, details of which are supplied by P. H. Riordan.

Assistant Superintendent Rodenhouse arranged for transportation for the hundred and fifty guests, one party leaving at 7:00, and another at 7:15 P. M. After the usual thrill enjoyed by those who make the trip up the mountain, the party was met by the Manager of the Tavern, H. D. Priest and his wife, who at once made everyone feel at home in the beautiful mountain resort.

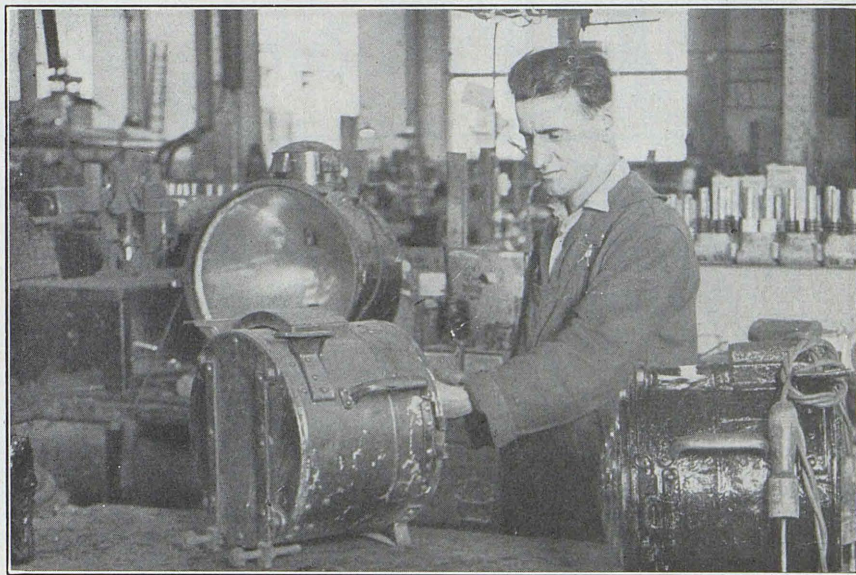
The lure of the blazing logs in the fireplace attracted many while others enjoyed dancing until the luncheon announcement was made. This consisted of sandwiches, coffee and salads daintily prepared and ice cream for dessert.

Words of thanks were extended to N. B. Vickrey, Manager of the P. E. Club, who superintended the affair, and appreciation is also expressed to all those who aided in its success.

"I notice that your clerks are all in a fine humor; have you been raising their wages or something?"

"Not so you could notice it," answered the business man. "To be frank; it's just because my wife has been in, and it tickles them to death to see some one boss me around."—Argonaut.

LIGHTING OUR PATHS OF STEEL



MEET Murray A. Brice, Electrical Machinist, employed at our Torrance Shops to maintain the headlights used on our cars.

A well burning headlight casting a brilliant, sharp ray of light far ahead of a fast moving car must certainly be a comfort to the Motorman. He knows that all crossing the right of way are being warned of his approach and his stops can be seen in sufficient time to bring the car to a stand at the proper point.

A dirty, poorly adjusted lamp will not function properly and it is Mr. Brice's duty to keep them in good working order.

Arc lamps are operated by electric magnets or solenoids, usually in conjunction with weights or dash pots. With the advent of the all-metal electrode and enclosed arc a decided forward step was made in the efficiency of arc lamps.

Many theories have been advanced as to the source of the light developed. With the metallic cathode, the gen-

erally accepted theory is that the light is caused by the luminescence of vapor brought into the arc stream by induction.

When headlights are taken to Torrance for overhaul, the lamp is completely disassembled and each part is carefully worked over. The intense heat developed by the electric arc tends to the rapid deterioration of the inner metallic parts of the lamp, making frequent renewals necessary.

The new electric locomotives now under construction are being equipped with an improved type of Crouse-Hinds headlight. The upper or copper electrode has an actual burning life of about 3,000 hours; the lower electrode but 75 to 100 burning hours. After each day's use the lower electrode should be adjusted so that the distance from the top of the electrode to the top of its holder is 1¼ inches.

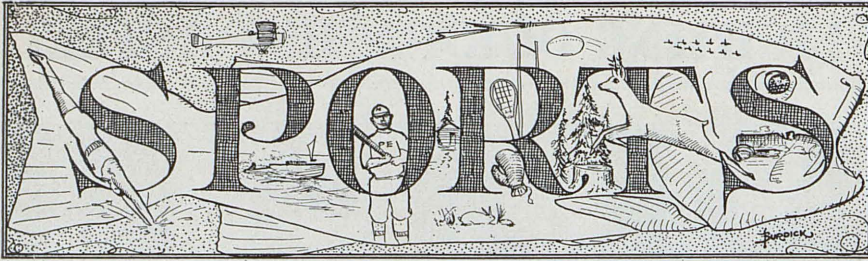
An adjustment once a month is sufficient for the upper electrode. The distance from the bottom of the electrode to the bottom of its holder is 1½ inches.

WITNESSES PER ACCIDENT

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

Division	Number of Accidents		Average No. Witnesses per Accident					Accidents with No Witnesses		
	1924	1923	1924	1923	Oct.	Nov.	Dec.	Jan.		
Northern	179	192	6.5	5.4	21	16	10	21		
Southern	229	174	4.9	5.1	58	30	11	53		
Western	347	270	5.	5.2	50	21	37	39		
P. E. Land.	55	...	4.1	...	22	0	4	10		
System	810	636	5.3	5.2	151	67	62	123		

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



Rod and Gun Club Elect Officers

Sportsmen Aspire to Increased Membership Upon Election of New Directorate

By J. M. GOEPFERT
P. E. Rod and Gun Club

THE regular monthly meeting of the P. E. Rod and Gun Club held in the Auditorium of the P. E. Club on February 13th featured our annual Smoker and the election of officers for the ensuing year. In mind, every one felt that it was time to clothe the Club with a new garment. That idea in an organization of this nature is a good one; it brings with it new ideas, new methods, and a renewed zip, and these are the life of any organization. The ever growing spirit of this Club, sportsmanship, good fellowship, and a glad hand to every one, are the essentials of our existence. Without these the P. E. Rod and Gun Club would perish. Let us enlarge on these principles and make every employee of this great system feel that he needs a little more of this spirit and in so doing he will feel that he needs our Club.

Promptly at 8:00 p. m. the Club was called to order by the President, some 60 members being present. After the regular routine of business a five minute recess was called for, this to give us a breathing spell before the election. George Grace was requested to take the chair after the recess and conduct the election.

After the allotted intermission Mr. Grace took the chair and in a voice which sounded like the Bugle Call to arms called out, "Gentlemen! Order, Please!" It was a solemn moment—not a sound was heard, except a scant whisper from A. B. McLeod; this was soon subdued.

Again came the clear ringing voice, "Gentlemen: It is my sacred privilege to guide this organization over the rough path that you are about to travel. I feel that it will be a short journey, although hazardous; heed your step. Nominations for president are now in order." After a silent period Amos Clark arose, addressing the Chair. "Mr. President, I move that we use the Australian Balloting System in this election." The motion carried unanimously, after which Mr. Clark was requested to explain the new balloting system. He did so and every one contended that it was the only square method to adopt. Acting President Grace selected Mr. Oriva and Mr. Pierce as ticket runners, they being

the only Australians present. The fishing began. The writer after expounding the good qualities and ability of a certain young man who sat blushing at his side, nominated B. F. Manley for President. The nomination was seconded; quickly came a motion to close nominations which carried unanimously. Acting President Grace requested Mr. Hill, Secretary of the Club, to cast an Australian Ballot. He did, thus putting the finishing touches to the election of B. F. Manley as President for the ensuing year. Thus ended the first round.

H. L. Wiggam took the same route, being duly elected First Vice-President. J. W. May, K. Thompson, and one Barney Google were nominated for Second Vice-President. Barney declined on account of his eyes, leaving the other two to fight it out; the referee decision gave K. Thompson this round on points; it was a bloody scrap. Chas. Hill took the count as Recording Secretary, and J. M. Geopfert as Financial Secretary, B. F. Manley expounding his cause.

Joe Wooderson, having grown rich, slipped his job of treasurer on W. A. Lyon, and the bunch made it stick like a leech. Before George Grace, E. H. Pierce, and James G. Clark knew what happened, the boys wished them a Happy New Year and slipped them over the Executive Committee job. Look them over:

B. F. Manley..... President
H. L. Wiggam.... First Vice-President
K. Thompson... Second Vice-President
Chas. Hill..... Recording Secretary
J. M. Geopfert... Financial Secretary
W. A. Lyon..... Treasurer
George Grace... Exec. Committeeman
James G. Clark.. Exec. Committeeman
E. H. Pierce.... Exec. Committeeman

Our new President took the Chair, after receiving the Benediction from Acting President Grace. Mr. Pierce presented President Manley with a brand new hammer (gavel). It was all slicked up with varnish and looked good enough to eat. President Manley looked it over, then asked Mr. Pierce why, he being a Bridge Builder, he did not put claws on it so he could pull nails. If we could see ourselves as others see us.

President Manley read his inaugural address. It was a worthy display of ideas, of which B. F. has many. He outlined his policies for the year 1924, pointed out the purpose of this Club, its ideals, and asked the co-operation of all its members, saying that his ambition was to make the year 1924 the banner year of the Club. Let us get every employee who loves our sport to become a member. "This club is the largest of its kind in the United States," said Mr. Manley, "and we are proud of that fact but I want to see this membership grow from 503 members, as we stand today, to 650 by the end of the year." Mr. Manley emphasized the necessity of each member living up to the Game Laws of the State and urged "good sportsmanship" be our motto.

President Manley made the following appointments:

L. R. Spafford, Field Captain Gun Section; Harold Smith, Asst. Field Captain Gun Section; J. W. May, Field Captain Fishing Section.

HIGHEST SCORES IN MONTHS MADE AT CERRITOS SHOOT

The year 1924 bids fair to be a hard one for youthful and aspiring shooters of the P. E. Rod & Gun Club if scores and ability displayed by members at the first shoot of the season at Los Cerritos on February 24th are a forecast of those to follow. An ideal day greeted the sportsmen and the flight of the targets was perfect which seemed to give all contestants confidence, or perhaps it was the presence of turkeys as prizes which spurred them on to the best averages made in several months.

Some of the best shooters in the club were present, a fact readily apparent by observing the score in the tabulation below. Our friend K. L. Oefinger was "there" with his wicked eye and his old 1897 Winchester. His aim was so true and his nerves so steady that Field Captain Spafford remarked that the salvage on his targets wouldn't be worth picking up. "K. L." was not alone in the good score class, F. L. Manley made scores of 24 and 25. J. L. Cowley was also on the warpath, breaking 25 to Mr. Oefinger's 24 while they were shooting in the same squad.

President B. F. Manley was on hand demonstrating his usual ability to create enthusiasm and goodfellowship, which is the life of any entertainment. "Burleigh," as he is better known, received the congratulations of those present for his ability to make high gun at the opening shoot of the Foothill Gun Club, of which one of our honorary members, John Casner, is Secretary.

The following scores were made:

K. L. Oefinger	94x100
B. F. Manley	92x100
F. L. Manley	92x100
H. Smith	88x100
K. Thompson	131x150
J. L. Cowley	106x125
L. R. Spafford	103x125

A. M. Cross	35x 50
D. G. Foyle	33x 50
A. B. McLeod	32x 50
Fred Spencer	30x 50
B. Manear	59x100
Mrs. L. R. Spafford	21x 50
G. Westwood	10x 25
Mrs. B. F. Manley	7x 25
Helen Spafford	7x 25

The next shoot at Los Cerritos will be held on March 23rd; this will be a merchandise shoot, there being various articles to compete for. All shooters will have an equal chance, everyone being handicapped to an equal season's average.

ACCOUNTING DEPT. NOTES By Don Goldsworthy

Our Departmental Dance, held on the evening of the first, was from all angles a huge success, most all of our folks from Mr. Lovell down were present, while we received many visitors from other departments who joined in the festivities.

Every detail had been foreseen and provided for and the punch, ice cream and nabiscos being voted delicious. Serpentine, novelty caps, and lucky-spot dances, also helped to keep everyone happy and full of pep. Credit and thanks of appreciation are due to J. Bertelson, H. Granke, Miss Anna Strom, G. Chrystal, and the P. E. Club; also to Paul Bostwich, of the Payroll Bureau, who furnished the music. Miss Hilda Rohr, Swiss Contralto, entertained charmingly with several numbers, accompanied by Miss Anna Strom. These were well received and materially added to the evening's enjoyment.

Although only a short time has passed since the 1st, many have inquired when the next dance will be held. The committee stated that already they have plans in hand for an even more gala event than the one just celebrated and they include in this promise many new special features and an early date for their next effort.

It has been reported that Miss E. Sweeney of the Conductors Accounts Bureau was the recipient of a beautiful diamond ring and expects to shortly become one of those happily married folk.

We have recently acquired several new safe cabinets for the General Accounts, Disbursements and Roadway Bureaus to be used to provide fire-proof protection for many of our records, which previously were not so cared for. A new eight drawer steel filing cabinet has also been installed in F. E. Louck's Office to take care of the large number of statements kept therein. New calculating machines are also being given an investigation by R. E. Lambe, who always has a supply on hand, with their demonstrators showing their respective good points.

The former Miss Fanny Gruber left on the first of the month to become a bride, she was given a shower by members of the Stenographic Bureau and leaves with the best wishes

Scores Citizens Who do not Vote

Forcefully pointing out the duty of all good citizens to exercise their franchise privilege of voting, Martin J. Wade, Judge of the Southern Federal District Court of Iowa, in a recent address at the City Club emphasized the inevitable results of failure to vote at city, county and national elections. The following are excerpts from his address:

"Why should we be surprised at the election of, and government mismanagement by dishonest public officials when more than fifty percent of the men and women of voting age are slackers in these peace-time battles that are more important than the battles of war?"

"If the American people have no time nor inclination to govern themselves, they might hire a king—for kings are cheap now—and leave to their children a legacy of slavery and compel them to wade through blood in order to re-establish the liberty which their fathers spurned."

"Our children deserve the benefit of the expressed judgment of the citizens of to-day."

of all. She will be known in the future as Mrs. Chapman.

Mrs. Bates also left on the first to take up her duties as housewife.

Vacation time seems again upon us, as Mrs. Symington and Mrs. Marie McDermott have both taken their two weeks, Mrs. Symington taking an additional months leave to go north, while Mrs. McDermott is spending her time at home.

Another item of great interest is that Leland Smith "breezed" in one day with one of his "slick" hair cuts, and was the center of attraction for fully an hour.

ENGINEERING DEPT. NOTES By R. E. Humphreys

488 ft. of spur track has been installed at 55th St. and Long Beach Ave., on the Long Beach line to serve the Shell Oil Company.

A spur track 1150 ft. long is being constructed to serve the Union Rock Company, at Roberto Station, Venice Short line.

Hill Street, near 35th Street is being opened across our Santa Monica Air line, to comply with the improvements of Hill Street, from Washington to 38th Street, by the City of Los Angeles. 128 lb. girder rail with concrete asphalt is being used.

Spur track, approximately 692 lineal

EMPLOYEES IN HOSPITAL

The excessive amount of sickness prevailing during the past two months seems not to have spared Pacific Electric employees, fifteen members being ill at the Pacific Hospital, 1329 So. Grand Avenue at the time the Magazine went to press. This is the largest number confined to the hospital at one time for several years.

Employee friends of those listed below are welcome and invited to visit the following who were numbered among the patients on March 4th:

Mrs. Winona Johnson, Clerk Auditor's Office; Prof. Edgar Larkin, Astronomer, Mt. Lowe; Arthur Roy, Elevator Starter; Charles Schaefer, Freight Claim Dept.; S. D. Sipprellee, Freight Claim Dept.; Frank Hite, Motorman; R. T. Baldwin, Lineman; Lee Guyette, Switchman; Leo Elliott, Guide, Gen'l. Passenger Dept.; W. E. Emery, Motorman; Charles Poole, Lineman; Juan Chavez, Laborer; E. L. Parker, Conductor; E. Ramirez, Laborer; James Richardson, Janitor, Mechanical Dept.

feet, has been constructed to serve the Westinghouse Electric Mfg. Company at San Pedro and Winston Street, San Pedro Municipal line.

On Washington's Birthday, February 22nd, Miss Loretto O'Connell, stenographer in the Engineering Department was married to J. H. Dendinger, formerly of Dallas, Texas, at Ventura. The entire department extend best wishes.

Roy Mead, our genial Towerman, is passing out the smokes and wearing the smile that won't rub off, having been united in the holy bonds of matrimony on January 23rd, to Miss Nellie B. Kuhn. The entire Engineering Department congratulates you Roy and extends every good wish.

Mrs. Winona Johnson, assistant File Clerk, went under operation last month at the Pacific Hospital. She is now on the road to recovery and will soon be able to close her file on the hospital question we are glad to report.

About 2:30 p. m. Tuesday, February 26th, crew of inbound car at Cape of Good Hope notified Dispatcher Echo Mountain that there was a brush fire on Edison trail about half way between Hygie and Echo Mountain.

Mechanics Wm. Blackmar and G. H. Fess (the only available men) secured tools from the U. S. Forest box at Echo Mt. and hurried down to fire location—putting out fire before it gained much headway. Origin of fire unknown. Had wind been blowing we would have had a bad mountain fire and lost our pole line between Hygie and Echo Mountain, tying up operation, as well as 'phone lines and lighting and power service at Alpine Tavern.

The vote is not only the right of every citizen, but one of his most sacred responsibilities.



Would you let your neighbor choose the manager of your business? Why let him select the city government for you?

College Graduates in High Places

Fewer than 1 per cent of American men are college graduates. Yet this 1 per cent of college graduates has furnished 85 per cent of our Presidents, 36 per cent of the members of Congress, 47 per cent of the Speakers of the House, 54 per cent of the Vice Presidents, 62 per cent of the Secretaries of State, 50 per cent of the Secretaries of the Treasury, 67 per cent of the Attorney Generals, 69 per cent of the Justices of the Supreme Court.

Her First Flight

Orville Wright told a story at a Dayton dinner.

"A little Dayton girl," he said, "was taken one day to a flying exhibition. In the middle of the show she turned to her mother and said:

"Isn't it funny? I can't remember the least bit what it's like to fly."

"Silly!" said her mother. "You have never flown."

"I have, too," said the little girl, "Don't you remember when the stork brought me?"

A la Cafeteria

"I fooled 'em b'gosh, I fooled 'em," said the stranger who patronized for the first time a self-service restaurant.

"Yes-siree, I fooled 'em. I goes into the restaurant, takes the tray m'self, takes the knife and fork m'self, grabs the grub m'self, carries it m'self to the table, but I fooled 'em 'bgosh. I slips out without washing the dishes."

This Happened Elsewhere

"Fare!"

The passenger paid no attention to the conductor's demand.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!'" said the conductor, "I imply no reference to the state of the weather, nor even the quality of the service vouchsafed by this philanthropic company. I merely allude, in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation incurred by your presence in this vehicle and suggest that you liquidate."

And then the passenger woke up and produced his nickel.

It is the duty of all patriotic citizens to register and exercise their franchise privilege of voting.

Minister, in restaurant: "How's the chicken today?"

Waitress: "Fine. How's yourself?"
—Exchange.

"And your friend really married his typist. How do they get on?"

"Oh, same as ever. When he dictates to her she takes him down."—*The Bulletin*.

Arbor Day in California, set aside as the day for the planting of trees and shrubs, this year falls on Friday, March 7th.

It is the duty of all patriotic citizens to register and exercise their franchise privilege of voting.

Father: "Tommy, stop pulling that cat's tail."

Tommy: "I'm only holding the tail; the cat's pulling it."—*Tit-Bits*.

A wise man will desire no more than what he can get justly, use soberly, distribute cheerfully and leave contentedly.—*Benjamin Franklin*.

Ikie Goldstein to ticket agent: "When does ze next train leaf going west?"

Ticket Agent: "11:45."

Ikie: "Make it 11:30 and I'll take it."

Costly Aims

"It keeps me poor."

"What does?"

"Trying to make other people think I'm rich."

"Everything comes to him who hustles while he waits."—*Edison*.

"Tillie, I understand that you were unable to work yesterday. What was it, acute indigestion?"

"No; a cute traveling salesman."

A Chinese cook in a harvest camp was asked one day by the boss if he knew who God was, and he replied:

"Yes'em, me hear'm drivers talk much about him to mules."

Proof Positive

Two negro teamsters were arguing as to how long crap shooting had been a popular pastime in certain circles. "Ah tell yuh hit was invented in the Spanish-American War," insisted Moses.

"Niggah, yoh ignorance am shocking," declared Rastus. "A man wrote a book called 'Pair o' Dice Lost' befo' Gawge Washin'ton was bawn!"—*Ex*.

Powell: John, how many speeds has she?

John: Two, when there's a traffic cop and when there isn't.

Many accidents are caused by sending the body out to work and the mind out to play.

"The man is both industrious and wise who works for his money and then puts his money to work for him."

A bachelor says that if he had to choose between two evils he would marry the one that had the most money.—*Chicago News*.

Why Indeed?

The cave man sat in his cave, gnawing at a bone when the cave woman rushed in in a state of great alarm. "Quick, get your club and hurry," she screamed.

"What's the matter?" the cave man interrogated.

"A saber tooth tiger is chasing my mother," said the cave woman.

The cave man assumed an air of annoyance. "And why the deuce should I care what happens to a saber toothed tiger?" he cried.—*The Wasp*.

Learning the Bishop's Preference

A young lady sat next to a distinguished bishop at a church dinner, according to "Harper's Weekly." She was rather awed by the bishop's presence. For some time she hesitated to speak to him. Finally, seeing some bananas passed, she turned to him and said:

"I beg your pardon, but are you fond of bananas?"

The bishop was slightly deaf, and leaning forward, replied:

"What did you say?"

"I said," replied the young lady, blushing, "are you fond of bananas?"

The bishop thought for a moment and then said:

"If you want my honest opinion, I have always preferred the old-fashioned night-shirt."

Grandma's Mistake

Johnnie (to new visitor): "So you are my grandma, are you?"

Grandmother: "Yes, Johnnie, I'm your grandma on your father's side."

Johnnie: "Well, you're on the wrong side; you'll soon find that out."—*Exchange*.

"How happy does a man go forth to his labor or his business, and how doubly happy does he return from it when he knows that his means are carefully husbanded, and wisely applied by a judicious and well-managing wife."
Samuel Smiles, in "Thrift."

All eligible voters must be registered by April 6th in order to vote at the forthcoming primary election on May 6th. Register now!

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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
 At Close of Business
 September 14, 1923.

ASSETS

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

LIABILITIES

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

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

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

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 Vice-President
 H. F. STEWART
 Vice-President
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