



The Pacific Electric MAGAZINE



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No. 12



D. W. Pontius, Vice-President & General Manager, handled the levers on the big steam shovel which started activities on Saturday, May 3rd on the Hollywood-Glendale-San Fernando Valley tunnel.

Let Sanity Reign

FOR SOME weeks past California has been undergoing a trial by fire because of the appearance of what is commonly known as the "foot and mouth disease" among its cattle interests, but that she will come forth still triumphant is not doubted by any who know California.

Hysteria has been manifested in a good many quarters because of the suddenness of the appearance of the disease and the severe efforts at once put into effect to stamp it out.

That the economic loss to this state, not only in its live stock destroyed but to every industry as well, runs into an enormous sum of money is not to be gainsaid, but this loss does not warrant us in wildly beating the air or in lamentations which will not abate the disease, nor return our financial losses. Instead, it should serve to call into action every fibre of knowledge and influence each of us possesses and to increase production per man to so great a measure as to speedily offset the losses.

It is now a time for sane thinking and action; for the speeding up of industry and the conservation of our finances. Employees of this Company can be of no small value to the community by conserving their resources, and those of this Company. The adage of old is still true that "a dollar saved is a dollar made" and every dollar produced, whether by the hands of the laborer or brought from the soil, or through executive action in conserving resources, will offset just that much of the economic loss this state has sustained in this epidemic.

Greater problems than that which now confronts us have been met and solved by California and wild rumors of disease should be discredited immediately when heard, for their repetition merely creates more hysteria.

For the past several weeks Federal Government officials have been active and have done much to combat and control the disorder among affected animals, as well as to allay the uneasiness of the public mind. It undoubtedly is only a question of a short time until eradication will have occurred and that time will be materially hastened if all of us will scrupulously obey the rules promulgated for our guidance by accredited officials.

It is certain that Pacific Electric employees will not be found wanting with regard to industry, cheerfulness and law observance.

Contractor Begins Great Traffic Artery

Initial Excavation Begins Auspiciously With Representatives of Many Communities Present at Informal Ceremony

EXCEEDING both in magnitude and financial outlay any individual project ever begun in the city of Los Angeles for the relief of traffic and improvement of electric railway service, the construction of the Hollywood-Glendale-San Fernando tunnel is now in progress. Formalities of ground-breaking for the great \$3,500,000. tube, which extends practically a mile underground through the heart of Los Angeles, took place at 10:00 a. m., Saturday, May 3rd at Lucas Avenue and Glendale Boulevard, near the site of the western portal.

While no official ceremonies were indulged in, the occasion was befittingly recognized by the presence of representatives from the various districts and communities to be benefitted, the contractor and the official staff of the Company. Present were Mr. Pontius, our Vice President & General Manager and nearly all the members of his official staff; Judge John Twohy, contractor-in-chief and his Consulting Engineer, W. R. Fontaine; Frank Wiggins, dean of all Secretaries of Chambers of Commerce; city officials of Los Angeles; Carl Bush, Secretary of the Hollywood Chamber of Commerce and civic representatives from Glendale, San Fernando, Van Nuys and Burbank.

The visitors watched the activities of the big steam shovel as it sent truck after truck away loaded with earth and debris removed from the path leading to the location of the western tunnel portal. With the work in progress all seemed to visualize the greatness of the undertaking and the beneficial results which will accrue with its completion. The large crowd present kept our officials busy explaining the many engineering problems encountered and the planned method of operating when the great passageway is completed.

The first day of actual work by the contractor showed excellent excavation progress, as during this brief time the steam shovel advanced more than 200-feet from the beginning point in the open cut work approaching the western portal. Linemen were busily

engaged in re-locating poles and overhead wires, the engineering corps was on hand placing transit and line of progress stakes and engineers present held a consultation on the premises. If the first day's progress is a forerunner of that to follow no criticism will be forthcoming of the time consumed in putting this major project into service.

The Contractors

Twohy Brothers of Portland, Oregon, the engineering contractors to whom the award was made last month, have an enviable national reputation as heavy railway construction engineers. Among notable engineering projects completed by Twohy Brothers was the construction of the Western Pacific Ry. terminal at San Francisco, Tacoma tunnel on the Oregon-Washington Ry., Deschutes Railway in Central Oregon and many tunneling projects on the Canadian Northern Railway. They only recently completed 264 miles of highway in Arizona involving an expenditure of \$8,000,000, said to be the largest single unit highway contract ever leased to one firm.

Closely associated with the Twohy

cific Company under Chief Engineer Wm. Hood on tunnel construction and many extensive engineering feats were creditably completed under his direction.

An outstanding feature in connection with the bids, which closed on March 18th, was the closeness of cost figures submitted by six engineering firms. Upon examination of sealed bids it was found that several of the firms were within \$100,000 of each other, which in view of the magnitude of the project, is considered very close figuring.

Mr. Pontius expressed his satisfaction that the tunnel award was won by Twohy Brothers and stated that he had every confidence that they could complete the work in the eighteen months allotted by the State Railroad Commission. He added that this firm built thirty miles of heavy and difficult construction work on the San Diego & Arizona Railway while he was then General Manager of that road and that such work was completed with skill and dispatch.

Plans for the Hill Street terminal contemplate a considerable expansion of trackage facilities for which purpose the building immediately on the north

of the present station will be removed and ground utilized. Track layout plans provide for five separate spurs each capable of holding six cars, the general plan of handling passengers being somewhat similar to the arrangement used at the rear of the Pacific Electric station at Sixth and Main Streets.

In order that no delay to the work be encountered when contractor got on the job the Company several weeks ago completed considerable preliminary work and nothing now remains in the way of encumbering buildings at the western terminus. By prosecuting the excavation

from the western side Mr. Pontius explained that interference with train movements to and from the present Hill Street station will be cut to a minimum, if not practically eliminated. Speaking of the advantages that will accrue to the city by the completion



Four leaders and active participants in great underground bore. Left to right—E. C. Johnson, Chief Engineer; Judge John Twohy, Contractor-in-chief; D. W. Pontius, Vice-President & General Manager; W. R. Fontaine, Consulting Engineer associated with Twohy Brothers.

Brothers in the project is W. R. Fontaine, local consulting engineer and tunnel specialist of wide experience. Mr. Fontaine was employed on the First and Hill Street tunnel as Consulting Engineer and for many years was connected with the Southern Pa-

of this project both from a relief standpoint and the shortening of time schedules to Hollywood, Glendale and San Fernando Valley points, Mr. Pontius said: "Until this tunnel is actually in operation the public cannot fully appreciate the bearing it will have upon the relief of traffic and the speeding up of our service. During morning and evening rush hours in order to meet travel requirements to the Hollywood districts cars on Hill street are operated at about 40-second intervals. During the evening rush hours three car trains are operated on Sixth Street at seven minute intervals and on account of the heavy traffic from Los Angeles to Figueroa Streets travel over this section is unavoidably slow. The large number of trains and cars which are operated on Sixth Street and Hill Street, together with heavy vehicular movement, slows up all traffic very materially in the business district.

"In direct contrast trains through the tunnel can and will be operated at speeds ranging from 30 to 35 miles per hour with safety. The tunnel construction will affect the removal of 778 cars and trains from Hill Street and 301 from Sixth Street daily. Our Hollywood service will be operated in two and three car units.

"The running time schedule to Hollywood and San Fernando Valley points will be shortened by about seven minutes and to Glendale and Burbank by approximately ten minutes. During 'peak' hours of traffic a saving of considerable more travel time will be effected. This speeding up of service is not alone due to the elimination of traffic impediment in the business district, but also to the shortening of distance traveled by rea-

son of the direct route taken by the tunnel. The distance to Hollywood and San Fernando Valley points will be shortened by one mile, while mileage to Glendale and Burbank will also be reduced approximately 1 mile."

In Capable Hands

To the lot of Chief Engineer E. C. Johnson falls the responsibility of many weighty problems which will constantly develop during the tunnel construction. This work is not a new subject to Mr. Johnson, he having been Engineer in charge of the building of the present Hill Street tunnels and has had wide experience in other heavy railway construction work. He will be assisted in the supervisory work by M. C. Halsey, Structural Engineer, who has been closely associated with Mr. Johnson in working out tunnel details and specifications since the inception of the project.

Mr. Pontius also announced that incident to the work of the tunnel, construction would soon begin on a seven story garage, costing \$550,000, to be located on the present school property on the west side of Olive, between Fourth and Fifth Streets. This property was acquired in connection with the tunnel project and due to the fact that the tunnel portal near this point will require excavation of about forty feet, and will require an extraordinary construction of retaining wall to hold the land on the north side, it was found to advantage to provide a building over that part of the tunnel just west of Olive Street. This garage will be of the very latest type of construction and will have split floor levels, so that automobiles entering and leaving the different floors will be driven up or down a spiral driveway.

'PETE' GROFTHOLDT TAKES A VACATION ABROAD

M. P. Groftholdt, General Service Inspector, and wife, left Los Angeles on Friday, May 2nd, for an extended visit to his boyhood home in Denmark. This is the first visit home Mr. Groftholdt has made in thirty years and his plans call for a visit to several European countries while away. He will return the latter part of July.

"Pete's" service with our Company dates back to 1887 when he became associated with Frank Miller in Riverside in the operation of the Riverside & Arlington Railway. During his long period of service it would require quite a lengthy narrative to relate the many capacities in which he has served the Company, but he has been practically "everything" from spike to trolley on the system. His many friends trust his journey and vacation will be a most pleasant one.

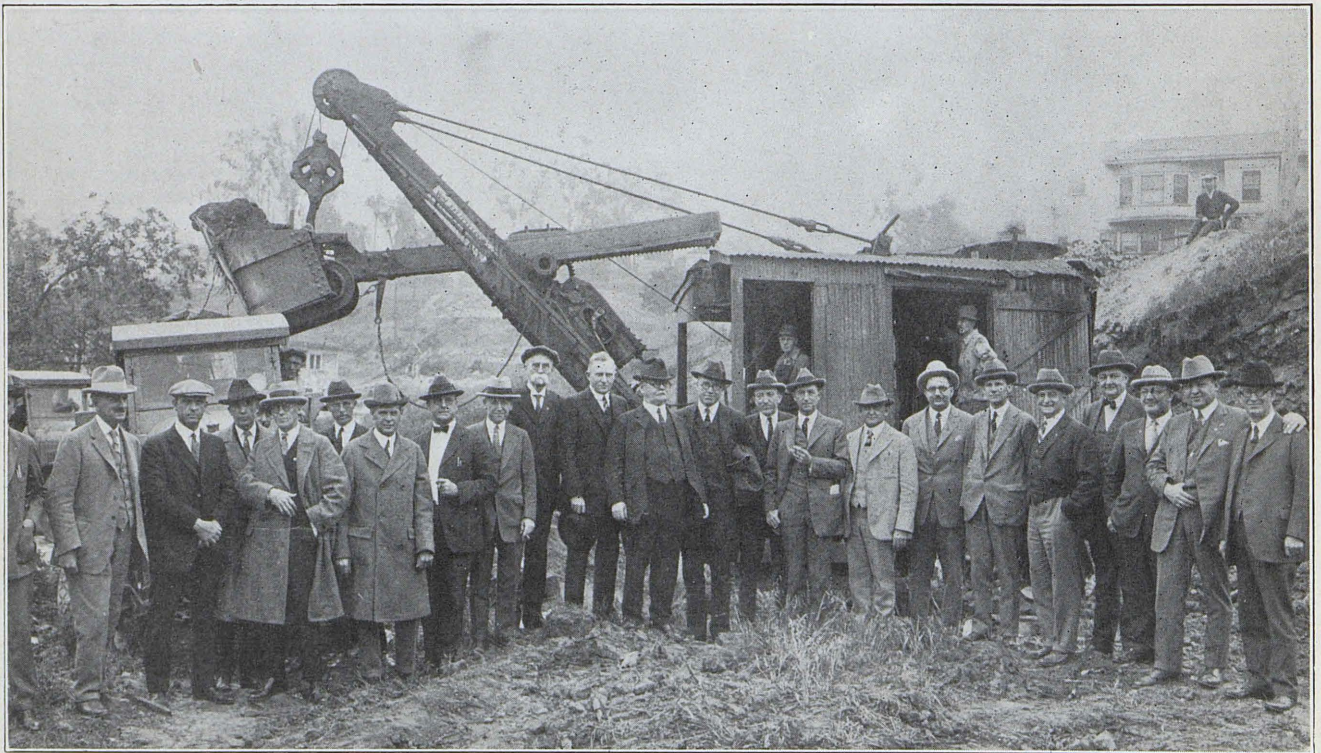
Timely Advice

Let us have done with misunderstandings, let us strive to realize the dream of democracy by a prosperity of the people, by a strengthening of our material resources that shall mean a strengthening of our character, by a merchandising that has for its end manhood, and womanhood, the ideal of American citizenship.

—Calvin Coolidge.

You are just as big as the things you do, just as small as the things you leave undone. The size of your life is the scale of your thinking.

—Woodrow Wilson.



Representatives from various cities, contractors and our officials gathered at the scene of opening hostilities on the Hollywood-Glendale-San Fernando tunnel.

Employee and Management Relationships

The Responsibilities of Both Groups are Vividly Set Forth and Analyzed
In Address by our President Before Safety Council

By PAUL SHOUP, President

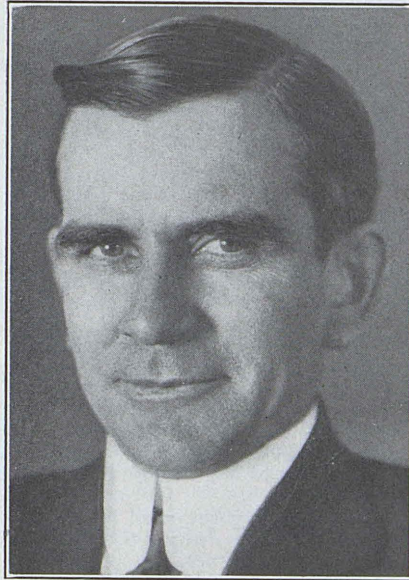
The text which follows is an address made by Mr. Shoup before the Pacific Safety Council at San Francisco, April 9th, 1924:

THE subject given me today "The Management's Responsibility Toward Its Employees" has a very wide range and a clear definition will go a long way toward that goal never yet attained of full agreement between all the elements that go to make any organization having work in common to do. The first problems we have to meet in considering this subject is who constitutes the management and who constitute the employees. Never has it been demonstrated to me where the line of cleavage is and I am not at all sure that I ever want such a demonstration. Indeed, if we can arrive at the point where there is no longer a discussion of who constitutes the management and who constitute the employees, then and then only, will the responsibilities of every one in the organization become individual with respect to all others engaged in that same enterprise.

All Have Responsibilities

The more we accentuate the line of cleavage between the management and employees, artificially created in any circumstance, the greater becomes the problem. Every person in an organization has responsibilities toward that organization. Almost without exception every person exercises some of the functions of management. It may be a decision as to where the next wheelbarrow load of waste should be dumped. It may be a decision as to whether some tool in the machine shop is or is not too worn for further service or it may be a decision as to what action is to be taken in some crisis of a physical nature where lives and property are placed in jeopardy. There is not a piece of machinery that is forged that does not require management on the part of the workman dealing directly therewith. There is not a board that passes under the saw where some degree of management is not required in the passing. The mere acknowledgment of telephone calls often requires management of a skillful nature. There is hardly any activity in any organization of any nature by any one that does not contain within it some elements of management.

On the other hand, management—so-called—means in a general way that body of men in any organization who has general direction of the policy and affairs of the organization. When the responsibilities of each assumes a certain status they are designated as officers of the organization indicative of the nature of their responsibilities in their work. In substantially all cases they have been employees and they continue as such in the sense that



Mr. PAUL SHOUP

their financial relationship to the company is through the payroll. In their direction of affairs, they should each in his own sphere be in touch with the employees for the successful activities of a company are not due to one man or a group of men therein, but arise from the activities of all with cooperation and understanding. And the men who constitute the management—so-called—are likewise workmen each in his own sphere undertaking the job that comes to him or that he creates. Every officer of every organization has detailed work to do. Indeed, he is often bound down by too much routine, and in his daily life has his detailed tasks as set and well-defined as those of any other man in the employ of the company.

The Ideal Situation

So when we come to the question of responsibility of management toward employees, we find our first question is drawing a line between the two, and the more study we give to the problem the less we like having to draw a line at all. The ideal situation is indeed where there is complete harmony and a full cooperation through the organization exemplified by the saying "All for one and one for all." You cannot define responsibilities of management toward employees or toward anything without analysis in detail to ascertain responsibilities of the individual.

Please keep this in mind, that the officers of a successful corporation, almost without exception, have risen from the ranks. How did they rise?

Almost obviously step by step through exercising management in connection with the task given them. The man who does his work ill lacks management; he who does it well exercises management.

It might be a better way of stating the situation to say that as the responsibilities of men in any organization increase, so their obligations to that organization and to their fellowmen therein increase. And on that basis I am willing to offer for the purpose of creating thought some suggestions, but not conclusions, as to these obligations that arise from greater responsibilities. You will keep in mind, however, that these obligations in no sense relieve any other man in the organization from the obligation that his work and his responsibilities carry with it.

The men who have these greater responsibilities, going to the point insofar as their fellowmen are concerned of engaging men for the service, assigning them to their duties, exercising in some degree a decision as to the compensation they shall receive, and also in some degree their tenure of place, must needs first of all to keep in mind that every employee is an individual with ambitions, with hopes and aspirations like those of any other man. The viewpoint of the employee must be given consideration. His ability, his character, his industry, all of the elements that make up a man, should be known and understood at least by the man immediately above him in rank. There must be no light of intelligence hidden under any bushel basket. There must be no opportunities for advancement blocked by ignorance on the part of those who have the power to advance, of the employee who is worthy of consideration. There must be no feeling that ideas worthwhile are born on only one side of this line of cleavage and never on the other. Upon constructive thought depends the advance of civilization and it comes from men in all walks of life and should be seized upon and used irrespective of the origin and with due credit to those who think.

Management's Responsibilities

This greatest responsibility then of management toward employee, sticking to the phrase as given for this discussion, is that of understanding and recognition of the fact that each employee is entitled to consideration on the basis of what he is and what he makes himself, and there must be such systematic comprehension as will give opportunity to men to advance upon their merits, as will make it possible to picture any body of employees not as a herd, but as an assembly of individuals working for a common cause, each in his own place, but never to the end that his individual qualifications worthwhile shall be atrophied or his chance for advancement blocked. The

situation is difficult and I think in that respect more than in all others management—meaning by that the directing class of employees against the class of employees who are directed,—has been imperfect in its achievement.

It is very easy to reach an understanding of an inanimate thing and to provide accordingly; locomotives, the automobile, the machine of any kind is housed and repaired and cared for every day as incident to the activities of the business in which its service is engaged. What it can do is well-known and demonstrated. Its limitations are equally well understood. But the study of man and a determination of his changing capacities, of his latent powers or the service that potentially is within him, is far more difficult and perhaps in a less systematic way has received far less attention.

Therefore, I commend to you the idea of closer human relationship in all large organizations; meetings as frequently as possible as will give the human contact which leads to understanding. The familiarity of association which without breaking down discipline makes known where it should be known the quality of the men. Then a systematic record of work, for after all "by their fruits ye shall know them."

Developing Latent Power

A systematic cultivation of the spirit that makes each man feel he is an important part of the organization and that any contribution from him toward its success will not only be welcomed, but recognized. There is no finer or greater activity in the world than the development of men to their full potential powers for service, and this development must come largely through opportunity and opportunity must be given to a very considerable extent by those who stand at the doorway thereto. It is true that men of great personal force and genius and courage cannot be held back, but on the other hand there are men of great potential usefulness who through being a square peg in a round hole or through diffidence or other causes, fail of recognition which they should have. Man should not always be required to break down the door of opportunity. Beyond that if a man never goes out of the sphere in which he first is located in his work, he is more useful, he is more happy, he gives greater service therein if the fact that he is a man and not a cog in a machine is recognized and he is encouraged by recognition and understanding in that sphere to develop himself.

I know of no more lonesome feeling or from my discussions with men one that has caused more uneasiness, than the thought that some action of theirs has been misunderstood by their superiors or that they have no real place in the service in the sense that no superior really knows whether they come or go, and that feeling becomes particularly burdensome when it reaches the point that they feel outside of the man to whom they immediately report no one cares whether they come or go.

The greatest relation in human life is the family relation, where there is

both independence and interdependence, where the ties of kinship and affection make each fight for all regardless of place or power, and where the ability to help granted one member of the family becomes so far as the others are concerned a privilege even more than an obligation. So I feel no organization in business is quite successful that does not have some degree of the elements of the family organization.

I am not going to deal with the obligations of management to men in the physical sense; that subject has already to a very considerable extent been covered in your discussions. Those who have the power should at all times make the environment of the employees of the organization attractive, comfortable and safe. There can be no dispute as to the value of "safety first" or as to the obligations in making the expenditures that will make for safety. Likewise, the working conditions under which men labor must be as comfortable as possible. There are just common sense conclusions, having a direct and immediate bearing upon the functioning of the organization as a machine. Except as necessity causes decrease in the number of employees, every man who attends to his work should feel that he has a deed to his job.

More and more the need for providing for old age, death, sickness and accident by insurance and pensions is becoming recognized. These are policies applying to all, like relationships with organized labor and the like so that I need not touch upon them.

Summarized

I do not know that I have made my thought clear. Perhaps in closing, I may be justified in repeating that thought in another way. All advancement in the welfare of the world must

Pithy Paragraphs From President's Address

EVERY person in an organization has responsibilities toward that organization.

Please keep this in mind, that officers of a successful corporation, almost without exception, have risen from the ranks.

The man who does his work ill, lacks management; he who does it well, exercises management.

Upon constructive thought depends the advancement of civilization and it comes from men in all walks of life and should be seized upon and used irrespective of the origin and with due credit to those who think.

There is no finer or greater activity in the world than the development of men to their full potential power for service.

All advancement in the welfare of the world must originate in the mind of man. It comes not in collective thought, but somewhere is germinated in the mind of an individual.

BANK MAKES APPEAL AGAINST GOVERNMENT OWNERSHIP

Being interested in many firms and industries that are shippers of freight over the railroads, the Merchants National Bank of St. Paul has published a statement which makes a clear and sensible appeal for the carriers. We quote in part:

"The Blind Samson of Radicalism stands at the Pillar of Transportation, intent to destroy. He strikes at the principle of Private Ownership and if he is allowed to succeed—what will come next? Even that base of civilization, private ownership of land, will be endangered.

"It is your railroad he is attacking now. It may be your farm or your business next.

"The scissors of Public Opinion must clip the locks of this Blind Samson.

"Railroads are paying more than three hundred million dollars a year in taxes.

"If the radical railroad wrecking politicians are allowed to work their scheme it will end in Government ownership. The Government does not tax its property, neither can the States tax Federal property. The United States Government, the best in the world, was unable to run the railroads without loss when it had the chance. Now, owning ships enough to carry the water commerce of the world, it seeks money from Congress to run those ships, or, failing that, a private purchaser.

"The case is clearly cut. Shall the railroads continue under private ownership and pay taxes, or be Government owned, run on your taxes?

"Why railroad rates have increased in the past 25 years:

"Price of coal increased 270 per cent.

"Average wages increased 194 per cent.

"Price of ties increased 289 per cent.

"Taxes increased 421 per cent.

"Price of rails increased 129 per cent.

"Freight rates increased 60 per cent.

"Passenger rates increased 55 per cent."

originate in the mind of man. It comes not in collective thought, but somewhere is germinated in the mind of an individual. From that spring, however small, must come the great volume of knowledge. Then comes the next step in the promotion of this idea which requires the cooperation in great degree, understanding among men, appreciation each of the other. Therefore, we must in all of the organized forces hold fast to this one thing, and that is, to preserve the individual, to keep his mind active, and to maintain conditions which will result in his giving to the world whatever there is in him both in thought and work that nothing may be checked or submerged; and this can come about only through recognition and understanding of every man in an organization by the man who is in position to open to him the door of opportunity.

ACTIVITIES OF P. E. MASONS DURING PAST MONTH

At the last regular meeting of the P. E. Masonic Club on April 8th there were about seventy members and Master Mason visitors in attendance. The feature of the meeting was a most forceful address made by the Very Rev. William MacCormack, Dean of St. Paul's Cathedral. His topic, "Do you weigh as much as you count?" was an inspiration to his hearers and many compliments were expressed over the message contained in his text.

At the initiation of Brother R. D. Dutcher, of the Electrical Dept., into Alhambra Lodge No. 322 on April 28th, there were a great many P. E. Masonic Club members present, in addition to the Drill Team which conferred the degree. The hospitality of the Alhambra Lodge members was enjoyed very much and an invitation was extended for our boys to return again.

The Electrical Department was again represented on April 30th when the P. E. Masonic Club Degree Team conferred the Third Degree on Bro. E. S. Mills of that Department at Southern California Lodge. A banner attendance enjoyed seeing the work and also the musical program and refreshments that followed.

The next regular meeting will be held on Tuesday, May 13th.

As It Is Spoken

Tom—"S'neagle."

Dick—"S'not n'eagle. 'S'nowl."

Harry—"S'neither, 'S'nostrich."—Patton's Monthly.

District Pleased With Service Rendered

WHAT promises to be one of the best patronized interurban bus lines operated by the Pacific Electric was acquired on April 10th last on which date the Company took over the operation of the bus system between Huntington Park and the city of Long Beach. This line was purchased from the Compton Transportation Company and operates from Clarendon Avenue and Pacific Blvd., Huntington Park to Long Beach via Long Beach Boulevard.

Enroute to Long Beach over this line some of the fastest growing communities in Southern California are served, among which are South Gate Gardens, Lynwood, eastern section of Compton, Walnut Gardens, Virginia City and Los Cerritos. Most of this territory is not served by either electric or steam railways and has only this bus line as a passenger transportation medium.

With the acquisition of this line by the Company an improved service over that previously operated is being given. The new schedule provides for hourly service from both terminals and an order has been placed for three new Fageol buses, seating 29 passengers, which will replace three of the small buses acquired with the purchase of the line.

The distance from Huntington Park to Long Beach is 15 miles and 55 minutes is the scheduled one way running time. The tariff provides for a one

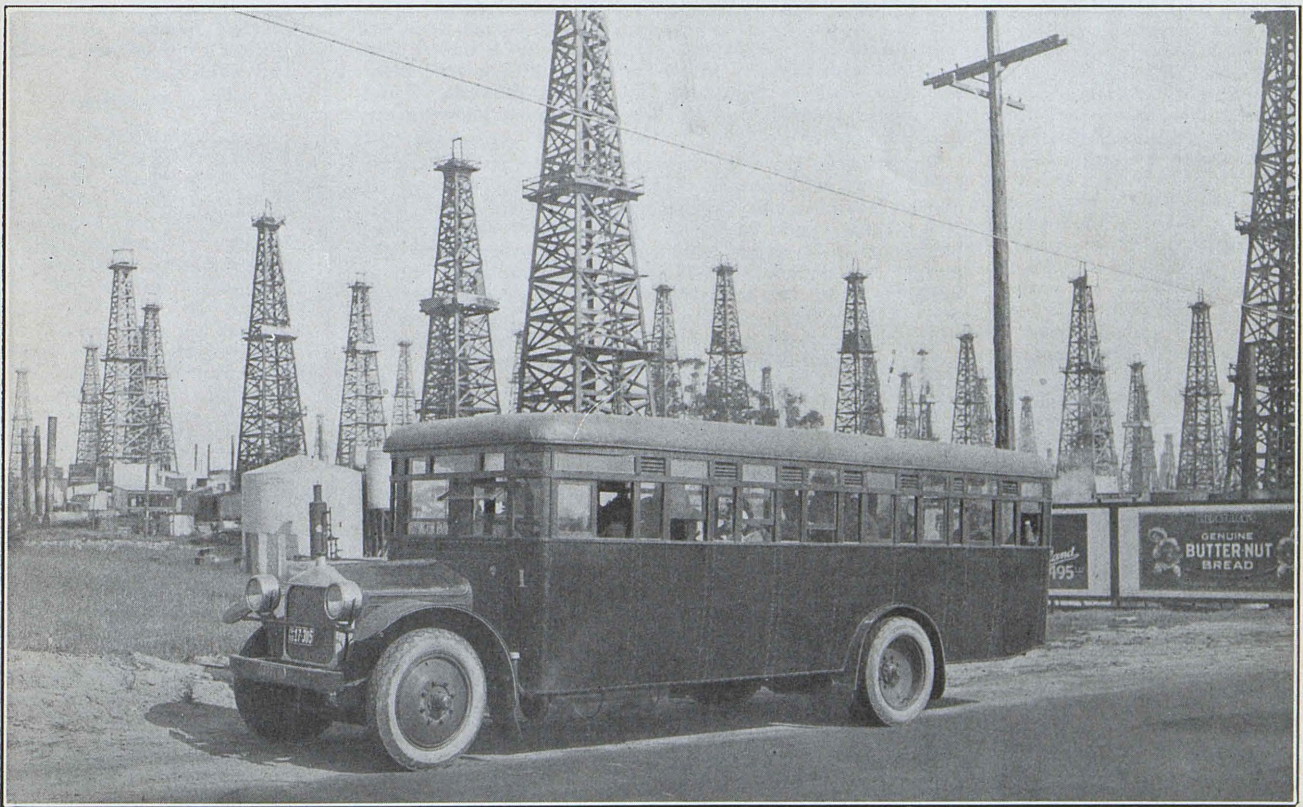
SUCCESSFUL STAGE DEBUT IS MADE BY EX-EMPLOYEES

Friends of Wally Ayres and Deral Barker, until recently employees of the Stationery Department, will be pleased to learn of the success which has attended their stage debut as professional dancers. "Barker Brothers," as they are known, have been well received on every public appearance made to date in Southern California, which includes the Winter Garden, Dalton's Broadway, the Follies and at theatres in several adjoining cities.

The boys recently completed a dancing course under Prof. T. Jader, a teacher of prominence and a professional act was arranged for them in which their excellent dancing and singing numbers are interspersed with comedy. They both have worked diligently in perfecting their act and are entitled to the success which their early appearance gives promise. Both are continuing to improve and they are hopeful of landing a "big time" circuit contract at an early date.

way fare of 55-cents, with substantial reductions when commutation tickets are purchased. Provision is also made for liberal fare reduction for school children.

Since acquiring this line the patronage has increased very materially and patrons have expressed their approval of the service being rendered. With two thickly populated terminals and traversing rapidly developing districts the line bids fair to become an excellent addition to our fast growing bus system.



A 32-passenger Garford bus enroute through the Signal Hill oil district traversed by our new Huntington Park-Long Beach bus

'America's Fastest Growing City' Portrayed

There are Many Reasons for the Growth of San Fernando Valley's Chief City Which are Disclosed in this Narrative

By E. F. SANDERS,

Secretary, Glendale Chamber of Commerce.

NESTLING in the foothills, at the very threshold of Los Angeles, Glendale is justly proud of her slogan, "The Fastest Growing City in America." She earned this slogan when she grew, according to United States census figures, from a population of 2,742 in 1910 to 13,356 in 1920; and then to more than 50,000 in 1924. Building permits for the year 1923 reached the magnificent total of \$10,041,000, and for the month of January, 1924, only two cities in Southern California, Los Angeles and Long Beach, outstripped Glendale in total value of building permits.

A stranger has occasionally asked, referring to the present enormous growth of Glendale, "When will it stop?" Others, however, ask, "What can stop it?" One thing is certain, and that is that this wonderful growth cannot stop as long as the eyes of the world are fastened upon Glendale, and the steady influx of population continues.

Broad, paved, well lighted streets, lined with well organized mercantile establishments, banks, theaters, hotels, restaurants, etc.; municipally owned electricity and water with the cheapest average domestic rate for these utilities of any city in Southern California; all modern conveniences together with glowing optimism, make Glendale a city of unbounded opportunities.

Last year Glendale paved seventy-six miles of streets—this year an equal number; laid 186,500 feet of water mains and installed 2,472 light meters, and 1,779 water meters.

A Progressive People

The progressive spirit of the people of Glendale is evidenced by the fact that on a bond election for \$1,500,000 to construct a modern and complete municipal sewer system, held January 8, 1924, the affirmative vote was 10 to 1.

More than seventy concerns in Glendale are actively engaged in manufacturing commodities for which there is a constantly increasing demand. With all the rapid growth of its industries care has been taken to

so place the industrial district that it will in no way disturb the residential section of the city.

One of the finest business edifices in Glendale is the six story home of the Security Trust and Savings Bank, just completed, at the corner of Brand Boulevard and Broadway, at a cost of more than \$600,000.

Glendale's financial progress has gone ahead, step by step, with the advance shown by every other phase of the city's life. A very few years ago one bank was sufficient to meet the financial and commercial needs of the city's population. Today, Glendale with a population of more than 50,000 takes pride in its nine banking

In addition to its wonderfully pure soft mountain water, another advantage Glendale offers the manufacturer is cheap natural gas. Owing its own electric system, it is able to make astonishingly low rates for electric power to manufacturers.

Not only is every requisite for the factory to be found in Glendale, but no fairer spot in all the world could be found in which to establish a home. Many new subdivisions adjacent to the industrial district have been opened and lots disposed of at very moderate prices. The most of them admit of the building of very modest homes, and thousands of these have been or are being constructed.

Glendale is easy to reach from all points of the compass. The main trunk line of the Southern Pacific Railroad coast system between San Francisco and Los Angeles passes through Glendale, all of its best trains now making a stop to take on and discharge passengers at the newly completed station of excellent design and equipment.

Rail Facilities

The great Pacific Electric system connects the city with Los Angeles, Hollywood and adjoining cities in the San Fernando Valley. It operates feeder motor stages to all outlying points within the environs of Glendale not reached by other means of transportation. Residents in remote parts of the city are thus assured easy access to the main station. Motor stage lines operate from Los Angeles through Glendale, while the Glendale and Montrose Railway, recently electrified to Glassell Park, where transfer is made to cars of the L. A. Railway, afford another means of transportation between Los Angeles and Glendale.

Glendale is a distinctive all-American home community for a person of great or moderate means seeking an ideal home environment. It is safeguarded by wisely drawn restrictions, offering conveniences, permanence, high investment value and great na-

Room to Grow and Plan to Expand Secret of City's Triumph

FAR down the list in the official government tabulation of census for the year 1910 Glendale was found with a citizenship of 2,742. In 1920 the census recorded a population of 13,356 and in January, 1924, based upon gas and water meter installation, we find a still thriving city with a population of 50,000 persons. Truly, Glendale has earned its slogan, "the fastest growing city in America."

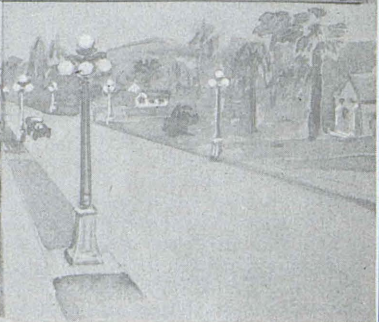
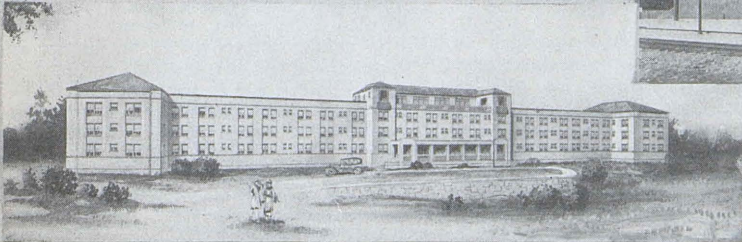
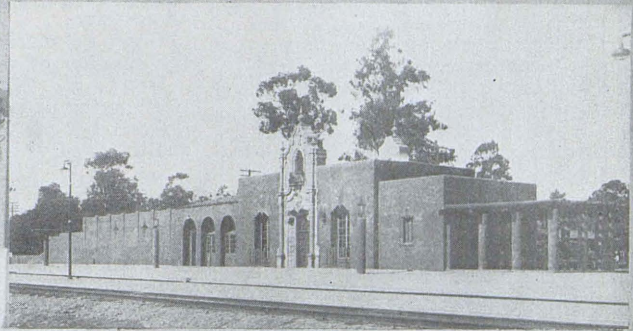
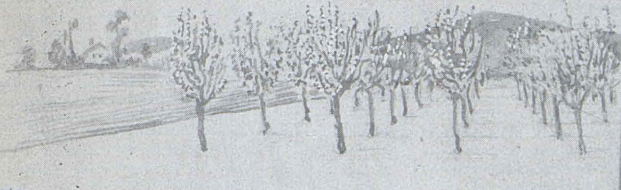
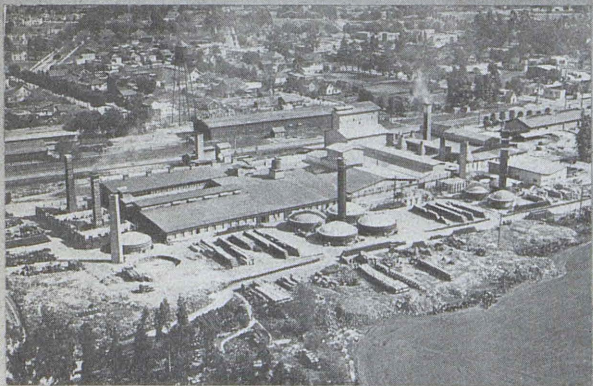
Responsible for the phenomenal growth of Glendale, aside from its possession of many natural virtues, climatic, location, etc., is the far-sightedness of its early city fathers and founders. The early pioneers were blessed with a vision which foresaw in this quiet little hamlet the possibilities of making, not only a thriving industrial city, but an attractive residence center as well, where thousands engaged in vocational pursuits in the great city Los Angeles was destined to be would seek a nearby home in quiet and restful surroundings.

The early city fathers planned according to their convictions. Wide avenues were laid out with set-back lines and many public necessities capable of being coordinated and extended were planned with a view to meeting future requirements. These well conceived ideas have come into their own in the present day and bear testimony to the foresight of the planners.

In all of its activities, even in its swaddling days, the business interests and public have liberally supported Glendale's Chamber of Commerce, which also has been a prominent factor in the city's development. Today it is one of the most active civic organizations of its kind in Southern California.

institutions that showed in February, 1924, total deposits of \$13,400,000. Three of these banks are branches of the leading banks of Los Angeles and six of them are independent institutions.

GLENDALE, THE EMPRESS OF THE VALLEY



Religion, industry, transportation, education and homes, the five essentials of modern life and a great city, are all present in Glendale

tural beauty.

Its climate is incomparable. The summer's heat is tempered by the cool sea breezes that blow steadily during most of the daylight hours, and the nights are delightfully cool. The winter is so mild that fires are more of a luxury than a need. Even in the hottest summer day there is no fear of sun strokes, which are absolutely unknown in this mild and equable climate.

The school system of Glendale takes rank with the highest in the State and the city is dotted in all sections with modern schools. Glendale has a new magnificent main High School just completed at a cost of nearly a million dollars, two intermediate or junior High Schools and ten elementary schools. In our school system are enrolled 7,000 students; and 249 teachers, principals and supervisors are required to complete its educational personnel.

A municipal and school playground is rapidly taking form under the guidance of Community Service. Three playgrounds are operated during the summer on public school grounds. Patterson Avenue Park, the new tract of land acquired by the city, is rapidly becoming a thing of beauty. Opportunity is given the children and young people of the city to swim in the city pool at rates far below those usually charged.

Glendale is flourishing under the City Manager form of Government, the most progressive and up-to-date form that has so far been worked out for American cities. The city is run upon the same principle as a great railroad corporation. A board of directors selects a manager or superintendent, who is given full power as an executive to select his subordinates and to conduct the business of the corporation.

The church, the home, and the school, are the very foundation of civic and national life. Neither can long endure without the other.

And so we find that the beautiful city of Glendale, a modern city in every sense, and one of the most progressive cities in America, is dotted in all sections with churches and schools.

Here are found churches of many different denominations occupying more than twenty buildings and proclaiming to the world this is indeed a Christian community. In the rapid strides that Glendale has made from village-hood to full grown city-hood, it has naturally outgrown its clothing of every kind, and to this rule the churches are no exception.

Climate Ideal

As a health resort, Glendale occupies a high rank. Its freedom from fogs and chill is due to its six hundred feet elevation above sea level. The climate of Glendale is ideal, and its curative and healthgiving properties are widely recognized by members of the medical profession, not only in this state but in all other parts of the country. The energizing effect of the clear, sparkling atmosphere is evidenced clearly in the eagerness and vitality of its citizens, and the courage

List of Don'ts For Aid in Cattle Epidemic

COMPLETE eradication of the hoof and mouth disease will be hastened if the public will observe and give their utmost co-operation to Government officials in charge of combatting the epidemic.

Below are a list of "don'ts" established by the State Department of Agriculture:

Don't fail to notify the nearest veterinarian of first symptoms of anything unusual in your livestock, dogs, chickens, cattle, sheep, etc. Keep your dog tied up and keep your cats at home.

Don't move livestock unless imperatively necessary. Then only by permit.

Don't enter any infected or quarantined area.

Don't fail to report stray cattle, sheep, dogs, cats or chickens.

Don't allow any livestock on your premises.

Don't congregate in the quarantined zone.

Don't go camping. Stay on the road.

Don't move livestock or feedstuff without special permit and supervision.

Don't go touring in the country Sundays or week days.

Don't go hiking, mountain climbing or flower picking.

Don't get off the highways or public roads.

PASADENA PICKINS'

By P. H. Riordan

Motormen Miller, Montgomery and Ulmer are all in the "pass the cigars" list this month. Each was blessed with a new daughter.

Conductors Mitchell and Ferry and Motormen Thorngren, Kelley, Keckstein, Hallett and J. W. Miller are all enjoying the thrills that a vacation has to offer.

Conductor Cloward and Motorman Chandler have returned to work after some time spent on the sick list.

The Alhambra and San Gabriel bus runs are now working out of Pasadena. The Shorb bus run has been put into operation, M. L. Anderson being the Driver.

with which they face life and its problems. Cool sea breezes blow steadily in summer during most of the daylight hours, tempering the heat, while the nights are delightfully cool.

Nearly every state in the Union has contributed to Glendale's marvelous growth, and not one of these transplanted residents, dear as are the thoughts of the old home, with its appealing memories of happy days and loved associations, would consent to desert this sunny Southland to go back to the old haunts.

AMAZING GROWTH OF RADIO INDUSTRY IS SHOWN

The importance that the radio industry has attained in the past few years is very interestingly shown by the following two quotations from recognized authorities:

David Sarnoff, Vice-President and General Manager, Radio Corporation of America, quoting statistics on the size of the present radio business, stated that there are 563 licensed broadcasting stations in the United States, 3,000,000 radio receiving sets in use in this country, 10,000,000 listeners, 250,000 persons directly or indirectly connected with the industry, 3,000 manufacturers of radio supplies, 1,000 wholesale distributors and jobbers, 20,000 retail dealers, 1,000 newspapers and 2,500 country weeklies which carry radio programs and radio columns, thirty exclusively radio periodicals, fifty magazines with radio sections, 250 popular and technical books written on radio and seven exclusively radio trade papers. He estimated expenditures by the American public during 1923 for radio material of all description and makes totaled \$150,000,000.

Roger W. Babson, economist, in comparing the radio industry with many of the important long-established industries, says: "On the basis of figures for 1923 it is probable that the American people will spend approximately \$350,000,000 for radio equipment during the present year. A conservative estimate of the business in vacuum tubes alone is about \$50,000,000. Available figures on sporting goods, cameras, etc., show a value of about \$185,000,000 annually. The value of the radio business is nearly twice as great as that of the carpet and rug business. For every dollar spent on furniture 33 cents is spent on radio. For every dollar spent on boots and shoes 25 cents is spent on radio. For every dollar spent for musical instruments of all kinds 75 cents is spent for radio. The value of radio business is nearly three-fourths of the jewelry business as a whole."

These figures emphasize the growing importance of the radio industry, which is passing rapidly from the status of a fad to that of a staple and taking a prominent place among the important industries of the country. At present there is a strong demand for all radio material, with the demand for vacuum tubes exceeding the supply.

These Dangerous Days

Chug-Chug! br-r-r! Honk! Honk! Gilligillug-gilligillug!

The pedestrian paused at the intersection of two busy cross streets.

He looked about. A motor-car was rushing at him from one direction, a motor-cycle from another, a steam truck was coming from behind, and a taxicab was speedily approaching.

Zip-zip! Zing-glug!

He looked up and saw directly above standing upon a manhole cover. Quickly seizing it, he lifted the lid and jumped into the hole just in time to be run over by an under-ground train.

—London Tit-Bits.

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, April 2, 1924, at 2:15 p.m. The following members were absent: R. L. Brainard, A. E. Norrbom, J. W. Poston, L. H. Covell, F. L. McCulley, H. A. Wilkerson, C. D. Hunt, G. W. Potter, H. C. Bidwell, Laird Hail, W. J. Drake, J. W. May, A. Keane, Earl McCall, S. A. Bishop, and S. H. Anderson.

Club Fund

Balance 3-1-24\$ 377.18
Receipts 1126.00

Total\$1503.18
Paid Out 1189.04

Balance 3-31-24\$ 314.14

Relief Fund

Balance 3-1-24\$ 131.95
Receipts 884.00

Total\$1015.95
Paid Out 795.00

Balance 3-31-24\$ 220.95

Unfinished Business

Mr. Manley stated that the Mechanical Department at Ocean Park objected to the removal of the partition in the Club Rooms there as requested by Mr. Delmar at the last meeting of the Executive Committee. Mr. Delmar will look into the matter to see if it can be satisfactorily adjusted.

"Your Friend, The Nurse," a pamphlet gotten out by Metropolitan Insurance Company, together with a post card, comprised the literature which was given to the employees during the latter half of March. It is again requested that each employee watch for this literature and save it carefully for future reference. Further information concerning the visiting nurse may be had from the foreman or head of the department.

Several of the Executive Committeemen spoke highly of the delightful entertainment which was given them Saturday evening, March 29, 1924, in the Auditorium. As the final date of the very successful drive for new members to the Mortuary Fund now stands it amounts to a thousand dollars and the Club Membership is estimated at five thousand members.

New Business

It is earnestly requested that the Club cards of all employees be taken up at the time an employee leaves the service. It is suggested that this be done when the employee receives his last pay and turns in his pass book and any other papers which may be in his possession.

Mr. Spencer made a request for a railing for the balcony of the Auditorium so that there may be no danger of children falling from the balcony during the picture show. Mr. Vickrey

CLUB MOVIE PROGRAM

Friday, May 16:

Main feature, "The Dawn of To-Morrow" with Jacqueline Logan. Mermaid Comedy, "High Life."

Friday, May 23:

Main feature, "The Next Corner," with Lon Chaney and Conway Tearle. Christie Comedy, "Stay Single."

Friday, May 30:

Main feature, "The Fighting Coward," with Ernest Torrance and Mary Astor. Comedy, "The Bronco Express."

Friday, June 6:

Main feature, Gloria Swanson in "The Humming Bird." Christie Comedy, "Black and Blue."

Friday, June 13:

Main feature, Gloria Swanson in "A Society Scandal." Comedy, "No Loafing."

took the matter up with Mr. Manley at the close of the meeting.

Mr. Bertelsen stated for the information of various employees who have been wondering just how much the group insurance costs the Company that under the present plan the cost is \$1.03 a thousand. The employee pays seventy cents of this amount and the Company the balance of thirty-three cents.

The subject of transportation for employees who desire to attend night school was brought up. Mr. Vickrey stated that for those who live out of the city it could doubtless be arranged and that the matter was being considered by the proper departments.

Mr. Manley extended a very cordial invitation to all employees to become members of the Rod & Gun Club. He stated that the "feeds" frequently given are worth more than the dues which each member pays.

A request for a telephone for the use of trainmen at 6th & Main was made, as it is stated that they are not permitted to use the phone which is in the Mechanical Department at that place. Mr. Vickrey will investigate.

One death among the members of the Mortuary Fund was recorded for the month of March, the sad accident to Roy Craig, Car Clerk, resulting in prompt payment of \$900.00 to his bereaved mother, Mrs. Mildred Craig.

P. E. CLUB BULLETIN

May 12 to June 10, 1924

Monday, May 12:

P. E. Band rehearsal, 8:30 p. m.
P. E. Chorus rehearsal, 8:30 p. m.

Tuesday, May 13:

P. E. Masonic Club, Auditorium, 8:00 p. m.

Wednesday, May 14:

Rod & Gun Club, 8:30 p. m.

Thursday, May 15:

Northern Division Safety Committee meeting, 2:00 p. m.

Club Dance, Auditorium, 8:30 p. m.

Friday, May 16:

General Staff meeting, 10:00 a. m.
Picture Show, Auditorium, 7:45 p. m.

Monday, May 19:

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

Wednesday, May 21:

Trainmen's meeting as follows:
Southern and Western Divisions, 8:00 p. m.

Northern Division will meet in Pasadena, 800 p. m.

Thursday, May 22:

Club Dance, Auditorium, 8:30 p. m.

Friday, May 23:

Picture Show, Auditorium, 7:45 p. m.

Monday, May 26:

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

Thursday, May 29:

Club Dance, Auditorium, 8:30 p. m.

Friday, May 30:

Picture Show, Auditorium, 7:45 p. m.

Monday, June 2:

P. E. Chorus rehearsal, 8:00 p. m.

Wednesday, June 4:

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

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

Thursday, June 5:

Club Dance, Auditorium, 8:30 p. m.

Friday, June 6:

Western Division Safety Committee meeting, 2:00 p. m.
Picture Show, Auditorium, 7:45 p. m.

Monday, June 9:

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

Tuesday, June 10:

P. E. Masonic Club, Auditorium, 8:00 p. m.

CHORUS CANTATA AT CLUB PLEASES LARGE CROWD

"The Man Without a Country," the cantata rendered by the Pacific Electric Chorus at the Club on April 30th proved the most entertaining musical affair that was ever offered for the entertainment of P. E. Club members. Each Chorus member, from his interest manifested and the singing which was done, showed that the rehearsals attended had borne fruit. Director Womersley has worked diligently for the success of the musicale and deserves great credit for its excellent rendition.

The cantata will be again presented on May 30th, Memorial Day at the Angelus Temple. Requests have been made for this musicale to be given in several cities adjacent to Los Angeles, but the dates of presentation have not yet been arranged.

The Chorus consists of sixty active members and concerts have been given at Torrance (twice), Watts, Maywood, and Willowbrook. They also lead in the Community Singing at the Friday night movies in the club.

Famous Last Words

"There goes the interurban wig-wag. Step on the accelerator. We can beat it across."

EDUCATIONAL BUREAU MAKES EXCELLENT PROGRESS

The following statement from Earl W. Hill, Educational Advisor, explains the excellent progress made to date in the placement of employees in educational institutions:

The Bureau of Education has now been in existence for two months and during this time we have laid the foundation for our future department. We have gained the cooperation of public school officials with the assurance that the coming fall term will find courses in these schools that will satisfy our needs if advised of what we want.

Nineteen students have been assigned to the public school classes, eighteen in Los Angeles and one in Pasadena. Reports from their instructors show that they are taking hold of the work in the right way and are making good progress.

The following subjects are being studied in Los Angeles: stenography 2; typewriting 1; Spanish 2; electricity 5; traffic management 5; business English 1; salesmanship and advertising 1; acetylene welding 1; orchestra 1.

Pasadena: stenography 1.

Long Beach: traffic management 1, being a correspondence course with the International Correspondence School.

This means that only one student out of twenty has been required to pay any tuition at all. These students are satisfied and enthusiastic over their courses and are attracting the attention of their fellow workers who will take up summer courses and a large number will start in on the fall term.

Through the Mechanical Department, arrangements are being made to take care of apprentices, using as a basis the apprentice course given by the Southern Pacific Company with additions and modifications to meet our own requirements. Permission has been given by Mr. Pontius to hold classes during working hours and to pay the apprentices during class time, with requirement for night home study.

In San Bernardino, the evening school is now closed for the summer. With the opening of classes in September a large number will be enrolled, according to Mr. Peachey

EMPLOYEES IN HOSPITAL

At the time the Magazine went to press there were fifteen Pacific Electric employees confined at the Pacific Hospital, 1329 South Grand Ave.

Their names and departments are as follows: Miss Bessie Mize, Auditor's Office; Prof. Edgar L. Larkin, Astronomer; Charles Phillips, Motorman; H. C. Allison, Motorman; Fred Wales, Conductor; F. W. Ott, Motorman; Samuel Beckwith, Lineman; John McKernan, Lineman; W. R. White, Car Repairer; Oliver Goins, Upholsterer's Helper; F. W. Hadler, Store Clerk; Chas. Stevens, Auditor's Office; H. A. Meisner, Auditor's Office; and S. Garandos, Laborer.

Friends are urged to call at the hospital during visiting hours, which are from 2 p. m. to 4 p. m. and 7 p. m. to 8 p. m.

SERVICE

By G. F. Squires
Asst. Freight Traffic Mgr.

"SERVICE" is an elastic word. It may mean a multitude of things; but no one fails to appreciate service when he receives it. Whether it be given in small things or big, the results are usually the same, appreciation.

The business of selling transportation demands good service in salesmanship which is just as important in the railroad business as in private enterprises.

The service rendered by the individual employees in the course of their respective duties is reflected in the aggregate service rendered the general public. It is therefore evident that the moulding of public opinion as to the character of service furnished becomes a matter of personal concern to each individual affiliated with the Pacific Electric family.

Expanding from a transportation facility originating less than one thousand commercial carload shipments annually, the freight traffic of the Pacific Electric Railway has now become a system handling in excess of two hundred thousand cars each year in commercial traffic.

This continuous flow of freight commodities represents the daily coordinated efforts of several hundred employees, each functioning in a business-like manner, each of whom should be conscious of the fact that, directly or indirectly, they are salesmen of transportation in that they are producing a class of service which the shipping public seek.

The agent, conductor or other company representative who greets our patrons with a smile, answers questions willingly, pleasantly and who is willing at all times towards assisting in every way possible in meeting the needs of patrons, surely promotes an inclination on the part of the patron frequently and continually to buy the service, and helps materially in completing a satisfactory sales transaction.

In dealing with the public over the telephone, through correspondence channels, and the various other mediums by which the business of the Company is transacted, see that proper courtesy is accorded and that all business relations with the public is conducted in a cheerful, courteous and affable manner. Such attitudes in business make lasting impressions on the public and will be substantially remembered by them. In other words, endeavor at all times to wear a smile on "your voice" and "disposition." This is an asset and there can be no question as to the dividends.

In merchandising our service of transportation, which is the commodity we are daily marketing, we should be thoroughly "sold" ourselves on that service and make it not only as good as obtainable through other mediums, but better and superior in every pos-

ENGINEERING DEPT. NOTES By R. E. Humphreys

Owing to the rapid development of the residential district on our Venice Short line a new stop has been established at Curson Avenue.

Spur track, 347 ft. in length, has been constructed at Santa Monica Blvd. near Foothill Road on our Hollywood line to serve the Pacific Baking Company.

A temporary spur track 862 ft. in length has been installed at Hyperian, on our Del Rey-Redondo line, to serve the City of Los Angeles during the construction of the new outfall sewer.

A type D-32 waiting station has been erected at Davidson City (Elftman Stop) on our San Pedro line.

The platform at Freight Shed No. 1, 8th St. Yards has been extended to better facilities for handling automobile shipments.

Spur track 576 ft. in length has been installed at Weston Street on our Gardena-San Pedro line to serve the R. H. Herron Company handling oil well supplies.

On our Gardena-San Pedro line at Cuerno a spur track 586 ft. in length has been installed to serve the Associated Oil Company.

R. H. Striegler, who was employed in the Field Department as transitman, has left the service to take a position with the Pacific Bureau of Power & Light of San Francisco. His many friends in the engineering department regretted very much to see him leave and wish him success in his new field of endeavor.

It is not absolutely necessary that an education should be crowded into a few years of school life. The best educated people are those who are always learning, always absorbing knowledge from every possible source and at every opportunity.

—The Watchman.

sible respect. Good nature, courtesy, personal neatness and a spirit of helpfulness go a long way towards cementing the friendship that the public has for its transportation carrier.

Among the various methods which we have for attracting business, good service is placed first according to the comparative value as a solicitation medium. Personal solicitation, accompanied by a spirit of helpfulness in assisting our shippers or patrons in their transportation problems, ranks second and a good local agent comes next. Our local representatives are numbered among the most important factors we have in securing freight traffic and the importance of continuous solicitation activity on the part of our station forces may readily be appreciated. Agents who can give reliable information and prompt service are efficiently merchandising transportation.

SAN GABRIEL EXTENSION NEARING COMPLETION



Placing one of the large steel girders spanning Eaton's Wash in connection with extension of Alhambra-San Gabriel line.

HEAT AT DEATH VALLEY IS MOST INTENSE ON EARTH

Ten years of record obtained at the United States Weather Bureau's substation at Greenland Ranch in Death Valley, California, indicate that this is the hottest section in the United States, and, so far as extreme maximum temperatures are concerned, the hottest known region on earth. The temperature of 134-degree F., recorded at this point on July 10th, 1913, is believed by meteorologists to be the highest natural air temperature ever recorded with a tested standard thermometer exposed in the shade under approved conditions.

High temperatures are common throughout the year, the highest occurring during midsummer. Rainfall is extremely light, the normal annual precipitation being less than two inches. Evaporation is excessive, as the relative humidity is extremely low most of the time. White people find the midsummer heat almost unbearable and even the native Indians go to a range of the neighboring Funeral Mountains to avoid the intense heat.

Drowned

A famous New York beauty has disappeared. Perhaps she washed it off. —Rochester Herald.

WITH the arrival and installation of steel girders spanning Eaton's Wash near Muscatel Street, track and overhead work was resumed last month on the two mile extension of the Alhambra-San Gabriel line. Less than 50% of the work remained unfinished early this month and unless the unforeseen develops this extension will be in service within 60 days. Roadmaster James Foster, in charge of the track work, has a crew of about forty-five men on the job, while R. M. Cobb, General Construction Foreman, with a force of twelve linemen is keeping pace with the installation of overhead.

From the present San Gabriel terminus the new extension extends easterly on Olive Street, there branching to San Gabriel Avenue to the new terminus at Golden West and San Gabriel Avenue, where a modern joint freight and passenger office is to be erected. The new line involving a cost of \$288,000, is of standard construction on a thirty to thirty-four foot private right-of-way protected by a cement curb. A thirty foot highway will be built on either side of the track.

Following press announcements of the Pacific Electric's intention to extend the San Gabriel line considerable impetus to building activity in adjoin-

REST ROOM FOR TRAINMEN EQUIPPED WITH COUCHES

In line with the wish expressed by several members at a Trainmen's meeting a short while ago, the Pacific Electric Club has set aside a room on the main floor for the use of Trainmen on "split runs." Several comfortable couches have been installed for the benefit of those men who often have three or four hours in which to rest before again being called for duty.

This feature of the Club activities is especially good as the time off on a "split trick run" is often insufficient to enable a man to go to his home for rest. With the plan in effect a Trainman can make arrangements with the club attendant to call him when he is due to go to work, thereby taking full advantage of every minute of rest allotted him.

ing territory developed. A townsite, known as the Town of Temple, has been started and notable progress made in disposition of both business and residence property. The district through which the new extension passes is in the famed San Gabriel Valley and the new line terminus will be only 14.40 miles from Los Angeles.

Finding and Correcting Equipment Failures

Familiarity With Problems of Mechanical Department Will Aid
in Reducing Bad Order Equipment to Minimum

By F. E. GEIBEL,
Asst. Supt. of Equipment

A SUMMARY of the service rendered each day is found on the Superintendent's 8 a.m. reports. Copies of this report are sent to Mr. Pontius and to the heads of all departments.

The reports cover the 24-hour period of closing and show number of trains working, weather conditions, all extra and special service, a resume of principal freight movements and a statement of all delays or annullments of regular trains with full explanation as to cause, and in the case of delays, the total time delayed.

The daily reports of the other departments, in addition to regular departmental matters, must make full explanation of cause of delays where the department is responsible. The several department 8 a.m. reports, therefore, are of check one against the other.

The Mechanical Department's 8 a.m. report is not made immediately following the 24-hour period but is delayed 24-hours. This is in order that all cars involved in delays due to equipment failure may be carefully checked over to determine the exact cause of failure. These investigations are made where cars tie up and in many instances a full report does not reach the general Foreman until later in the day. Such reports form the basis of a very thorough analysis of equipment failures as it is only through such an analysis and a systematic check of inspections that equipment failures can be reduced to a minimum.

Causes Traced

During the month of March a total of 214 failures were charged up to the Mechanical Department. Of this number 21, or 10% were reported failures, but no defects were found. The remaining 193 are classed under eight groups, or 67 separate items for each class of equipment. Under such a classification the weak point of any equipment is readily detected. The cause may be from lack of inspection, or proper maintenance, or on the other hand, it may be from abuse in handling or from unusual load or power conditions. Frequently the cause is found to be improper design or construction. In some instances, it is necessary to assign a special engineer to ferret out the trouble, calling for close observation of the equipment under service conditions as well as special shop tests.

The majority of equipment failures are almost equally divided between the motors and control circuits. Of the 193 total, 65 developed in the motors and 63 in the control. Armatures caused 35 of the motor failures and the fields 30. Of the control circuits, the switch group caused the greatest number of failures, with the current

Remedying Cause is Aim of Mechanical Forces

OUR Mechanical Department makes it their business not only to correct failures of equipment but also to locate the cause and profit thereby in avoiding, so far as possible, future failures of preventable nature.

How this is being done Mr. Geibel explains in the narrative herewith and also discusses some of the more frequent failures and measures being taken to reduce to a minimum losses sustained through "bad order" equipment.

In a subsequent article the minor failures most frequently occurring throughout the system and the proper means to locate and correct same will be discussed by Mr. Geibel, and Trainmen especially will find the discussion both interesting and helpful.

limit relay second. In both classes of failures the majority are on the older equipments due to lack of modern refinements as well as overloaded conditions.

Much is being done, however, to improve the service from this older equipment, and the number of failures has been materially reduced in the past few months. On one type of motor, the fields are being reconstructed to eliminate grounding. The armature core of another type is being rebuilt with special reinforcing spiders to prevent the laminations breaking off with consequent damage to the windings. On the 1200 volt equipment, special switches are being insulated to prevent excessive failures due to flashing to ground. The necessity for such measures being taken, however, can only be determined by continued analysis of failures.

The compressors show a total of 19 failures with the majority of the trouble occurring with the armatures. The brake system shows a total of 13 failures. The brake system, however, on account of the safety feature receives more inspection than any other part of the equipment. On the trolleys the majority of the trouble is from bent and broken poles causing 17 delays out of 24.

The failures reported and no defects found are usually reported in the control and breaking systems and mostly on the complicated equipment. It is possible, of course, for a defect to show and then clear itself and may or

may not occur again before it is permanently repaired on regular inspection. In many instances, however, the trouble appears to be due to improper handling.

Results Accrue

In addition to the above classification of failures by classes of equipment, the total failures and number of minutes delayed is worked out for each line. This gives some idea of the permanence of the equipment on the various lines and also serves as a check on the efficiency of inspection and maintenance of the various inspection points and divisions. These latter reports are sent out to the General Foreman for posting in the carhouses and have done much to interest the employees in thorough inspections. Some lines, due to the equipment and service, show up very poorly, but on some of the newer equipment, with ample motor capacity for the service, the showing is as high as 50,000 to 70,000 miles per failure; one line is particular running as high as 150,000 car miles per month and frequently runs the entire month without a single equipment failure.

WESTERN TROLLEYGRAMS

By E. C. Brown

The boys are very glad to see Motorman L. A. Walls at the "throttle" after a short illness.

He has "done went and done it." Conductor H. C. Miller has been absent on vacation, but no thought was given to his returning with a bride. But he did and congratulations are in order.

Hail to the P. E. Pool Shark! We have one in Motorman M. Trowbridge. He challenges any man on the system who thinks he can manipulate the ivories.

Besides being a good Motorman, A. L. Grentz is a "dog-goned" good cabinet maker; you should see the chair he has made. It is on display at the Hill Street station.

"Boys will be boys" and Conductor O. B. Glanden is no exception, at least he is acting like one since the stork escorted a little grand-boy into this world for him on April 25th. Atta boy!

Motorman E. E. Munson, of Hill Street Station, has just finished building a beautiful bungalow and is inviting his many friends to a house-warming in the near future.

ACCOUNTING DEPT. NOTES
By Don Goldsworthy

Effective April 30th De Lancy "Daddy" Briggs, who for many years has been in charge of our record room retired from the service. We know that his many friends will be as sorry to see him go as they are glad of his good fortune in being relieved of the responsibilities and work, which he always performed so thoroughly and painstakingly.

In appreciation of his acquaintance and service he was presented with a very fine overstuffed chair as a remembrance by his fellow workers. He entered the service May 4, 1910 and was 77 years of age when retired.

We were glad to welcome back last month two of our "reliables," who have been on leaves, namely, Mrs. Symington and Mrs. Smith, both of whom look much better in health after their well-earned rests.

Ball playing caused several casualties amongst the boys during the past month, Charles Stevens and Leslie Royce both being temporarily disabled. Charles injured his knee severely and has been in the hospital for a number of weeks, while Leslie almost broke his leg. Both are, however, now well on the way to recovery.

Investigation discloses that we have a master mechanic in our midst, however, we have been asked not to disclose his identity. The other day, the story goes, notwithstanding the fact that he has owned a by-product of a good car for a number of years, he could not start it. It seems Leland, beg pardon, Mr. Smith, was stuck. It was night, starter refused to work, he cranked for a time, about an hour and arrived at work next morning with his right hand bandaged. The cause—blisters, a whole mit full!

Miss E. Ward in charge of the Stenographic Bureau, was surprised with a handkerchief shower the other evening, at a dinner-party given by her girls, the occasion being a farewell greeting preparatory to Miss Ward's departure on a vacation to be spent at Lawrence, Kansas.

R. Brewer is also taking his two weeks, but his location is unknown.

GRUNNIONS ARE COMING

Captain Jack May of the Rod and Reel Section reports that the next run of Grunnions is scheduled for the evenings of May 18th, 20th and 21st.

Grunnion parties have always been the source of a great deal of enjoyment and it is anticipated that a large number of Rod & Gun Club members will derive much pleasure from the forthcoming event.

Don't forget the dates.

Now's the Time to S-bscr-be!

"Dear Doctor: My pet billy goat s seriously ill from eating a complete leather-bound set of Shakespeare. What do you prescribe?"

Answer: "Am sending Literary Digest by return mail."—Exchange.

Motorbus Musings

By J. A. Birmingham

Keep your mind on your driving and your eyes on the road. Over-confidence causes accidents. In case of doubt or possible danger, slow down and always remember that the average bus weighs two or more tons and that you are hurling it along at a speed of from 30 to 50 feet per second.

Look out for the child on the curb. He or she can start before you can stop. Observe all school or other stop signs.

Never speed up to pass another car which is slowing down. He may turn into your path, and do not speed up to pass a street car or interurban train which is about to stop, as passengers frequently step off before car stops or run out suddenly from curb to board car. Play safe, stop and wait.

Exercise exceptional care when streets are wet. The other fellow may not have his car under as good control as you.

Night men should not fail to note on Form 0-145 mechanical defects, if any, as service is frequently disrupted during the day time on account of day operators going to garage for minor repairs, such as adjusting brakes, etc, which if properly reported, could be attended to by mechanic on early shift, before bus leaves garage on its initial trip.

WAREHOUSE DEPT. NOTES

By Daniel Sanchez

The warehouse issues a challenge to horseshoe throwers to decide the champion tossers of the Pacific Electric system. The team is composed of A. Bailey, C. E. Johnson, DeLage Skinner, F. H. Salisbury, A. Dalgety, J. A. Donnoulin, E. V. Lowe, O. T. Flood, S. Karperos, I. Tellechea, A. Weilnuester, and D. Sanchez. Any team wishing to take them on can be accommodated by getting in touch with the writer at the local Warehouse.

L. R. Richardson, who resigned his position as Foreman of Shed No. 4, has been succeeded by Foster Whitehead. Congratulations Mr. Whitehead!

John Zimmer, who is on sick leave, is now confined at the Pacific Hospital. Late reports indicate his early recovery.

The sympathy of the entire force is extended to the family of Roy Craig, Car Tagger at the Terminal Yard Office, who met his death last month at 8th and Hooper Sts. in a collision between a yard motor and an ice truck.

Our former Messenger Boy, Louis Lepschultz, who has been employed until recently as Check Clerk, has been promoted to the Abstract Desk, succeeding L. Baker, who resigned.

Madge—"So Charlie is teaching you how they play baseball?"

Marjorie—"Yes, and when I asked him what a squeeze play was, I think he put one over on me."—Props.

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

Passenger Revenue	\$ 1,212,995.88
Freight and Switching Revenue	508,301.75
Other Revenues	73,847.25
Total Railway Operating Income	\$ 1,795,144.88
Total Railway Operating Expenses:	
Wages	\$900,214.82
Other Charges	481,749.16
Transportation for Investment Credit	1,918.43
	\$ 1,380,045.55
Revenue less Operating Expenses	\$ 415,099.33
Depreciation	\$ 39,725.79
Taxes assignable to Railway Operations	91,472.03
Total Depreciation and Taxes	\$ 131,197.82
Revenue less Operating Expenses Depreciation and Taxes	283,901.51
Non-Operating Income	24,142.27
Net Revenue	\$ 308,043.78
Interest on Bonds and Other Debt	\$343,023.28
Rent and Miscellaneous Income Deductions	110,049.20
Total Deductions	\$ 453,072.48
Net loss for month	\$ 145,028.70
Net loss for 3 months	\$ 95,626.31
Total Outstanding Deficit as of March 31, 1924.	\$13,483,046.98

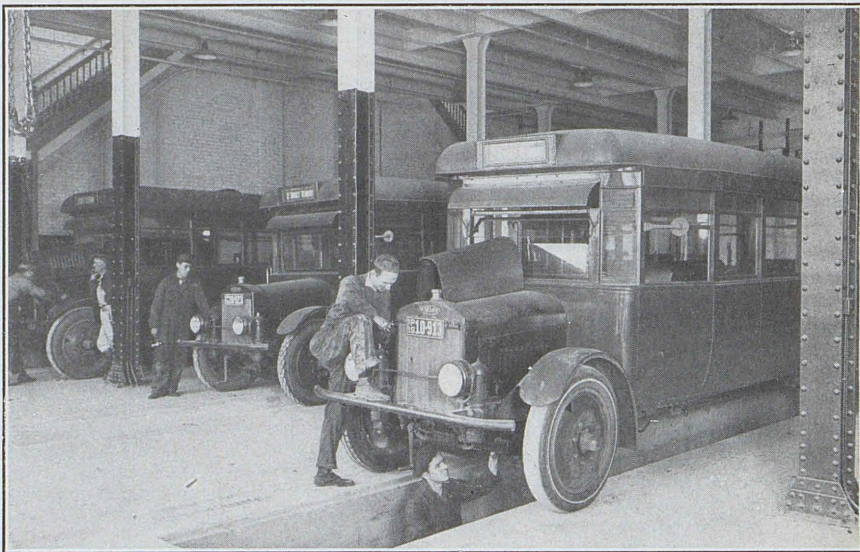
Los Angeles, Calif., April 29, 1924.

L. A. LOVELL, Auditor.

'HOME PORT' OF L. A. MOTORBUS COMPLETED

THE "housing problem" of the great fleet of motorbuses of the Los Angeles Motorbus Company, jointly owned by the Los Angeles and Pacific Electric Railways, was cared for last month with the completion of the spacious garage erected at Santa Monica Boulevard and Virgil Avenue. Entailing an expenditure of approximately \$185,000, the new building is capable of storing seventy-five buses and embodies every feature necessary for the storage, ease of movement and shop repair facilities. It also provides general offices for the growing Los Angeles Motorbus staff.

Located on an L shaped property the building, which is of brick and concrete construction, has a frontage of 240-feet on Santa Monica Blvd. and 90-feet on Virgil Avenue, with an extreme depth of 175-feet, giving a combined area of 52,600 square feet. Being located on a corner, entrances and exits are provided on both Santa Monica Blvd. and Virgil Avenue,



Capable of housing 75 motorbuses, the expansive home of the L. A. Motorbus Company was completed last month

which greatly facilitates the movement of buses. Specially designed roof trusses, avoiding center supports, also contribute to ease of bus movement.

A light and commodious repair shop, capable of caring for fifteen buses at one time, with three pits and equipped with every modern facility, is also a notable feature. A crew of twelve expert repairmen is maintained and all heavy repairs are made on the premises. Four 3,000-gallon storage tanks care for the supplying of gasoline and the building is so designed as to permit the installation of a planned spur track for delivery of gasoline in tank car lots.

The location of this building is stra-

tegic to the operations of the Los Angeles Motorbus Company, which to date are confined, for the most part, to the Hollywood district. At this time plans are under way for the erection of two smaller garages, one to be located in Laurel Canyon and another near Slauson avenue.

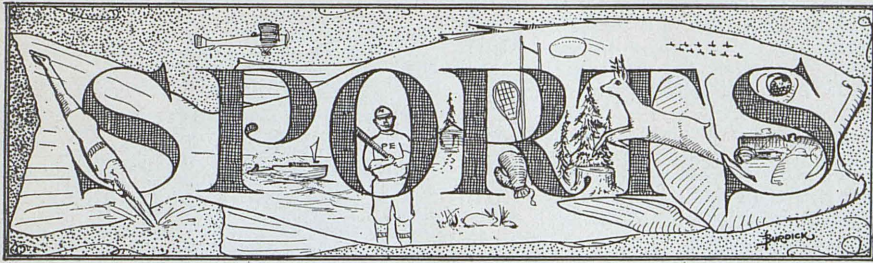
NINTH BIRTHDAY OF P. E. SOCIAL CLUB CELEBRATED

The meeting held on Thursday, May 1st, at the home of Mrs. A. J. Miller, 867 Laurel St., Pomona, concluded and celebrated nine years of social activities of the Pacific Electric

Club of that city. Various social affairs have been indulged in for the pleasure and entertainment of the members and their husbands and it is with pardonable pride that the officers and members point to the lengthy period throughout which there has been such close friendship and social enjoyment.

After a luncheon at 12:30, a delightful program was rendered and election of officers for 1924-25 followed the rendition of the program.

Mrs. Miller was assisted in entertaining by Mesdames J. W. McMillan, R. E. Riordan, W. R. Bloom, and W. B. Foote.



COMPETITIVE SHOOT LOST BY OUR BLUE ROCK SHOOTERS

Blue Rock shooters of the P. E. Rod & Gun Club were rather severely dealt with last month in a competitive shoot with the Foothill Gun Club at Monrovia. In round No. 1 tie score resulted, but upon resuming hostilities—it's a sad story mates, we'll let "Burlley" Manley tell it:

On Sunday, April 27th, the members of the first team of Blue Rock shooters, accompanied by a bunch of boosters, went to Monrovia to answer a challenge from the Foothill Gun Club.

The morning was rather threatening and a slight drizzle greeted contestants enroute to the big event, however, after negotiating several plunges into a dense liquid at various intervals in order to keep the old tin wagon from having or spreading the foot and mouth disease, we finally landed at shoot scene.

Most of the boys were on the job and batting practice was in order and from the way the clay birds were being reduced to dust, it was very evident we were in for a hard day. The Foothill bunch were displaying signs of nervousness, evidently remembering a P. E. Club shooter's previous visit to their club and wondering if all the railway bunch still carried a wicked gun.

The Foothill team went to the bat. PULL—and the first clay bird cleared the air. Bang!—and that bird is immediately reduced to dust and so on with an occasional "Lost" from the referee. Inning No. 1, final score showed 109x125, with 16 lost birds.

Pacific Electric team now up. K. L. Oefinger No. 1, B. F. Manley No. 2, F. L. Manley No. 3, Leroy Spafford No. 4 and C. H. Jones No. 5. Oefinger calls for the bird and registers a clean miss; the other five, however, got their birds in regular order. Score at end of inning 109x125. A total of 16 lost birds. Half through and a tie score.

The Foothill crowd had evidently retired to the cellar and partaken of great gulps of nerve and now showed up for round No. 2. Whatever they partook of, it sure had the desired effect. These boys were cool as a fresh spring cucumber and their aim was mighty keen. Score of round No. 2 was 115x125. A total of 10 missed birds, or an average of 2 to the man.

In Pacific Electric round No. 2 something happened. Whether the sheep dip had begun to soak in, or the change in altitude, or just plain stage fright, we know not, but our boys blew up and before the round was half over we were a beaten bunch. The

final score of round No. 2 was 102x125. A total of 23 lost birds or better than 4 to the man.

After the competitive shoot was over the other boys took their turns, and not until our friend John Casner announced that the last target on the ground had been thrown, did we put the guns away and turn homeward.

On Sunday, May 18th, the Foothill boys will come to Los Cerritos to meet our team in a return match on our home grounds. It is predicted and hoped that we will "Do unto them, etc."

The Los Cerritos Recreation Ground is a good place to spend a Sunday and all are extended a cordial welcome to come and witness this event.

RULES GOVERNING AWARDING OF PRIZES FOR 1924

Fishing Section

All fish entered in competition for prizes must be caught in open season and no fish taken in a private preserve will be eligible for entry and must be registered with the Secretary of the Club within fifteen days after the catch, except at the end of the Tournament season, December 31st, all registrations must be in his hands within seven days after the close of the Tournament.

All fish, except trout, must be weighed on scales regularly inspected by the Sealer of Weights. The size of trout must be determined by measuring length of the fish.

Prizes go to members using any weight rod and a line not exceeding a maximum breaking test of eighteen pounds for a fifteen foot length; such a line is classed as a standard 9-strand. For Tuna, Sword Fish and Black

Club Charters Launches For Fishing Outing

TWO boats have been chartered by the Rod & Gun Club for Sunday May 25th, for a deep sea fishing party. The boats, with a capacity each of 20 persons, will leave Redondo, at 8:00 o'clock. Live bait will be on hand, and with the large run of yellow-tail, barracuda, mackerel and halibut, a great day is expected. Special prizes will be awarded.

Further particulars will be given the members at the next regular meeting on May 14th, at the Club headquarters.

Sea Bass (Jew Fish) a line not exceeding a maximum breaking test of forty-eight pounds for a fifteen foot length will be allowed; such a line is classed as a standard 24-strand.

Members in arrears must make payment of their dues before registration will be accepted, and no registration will be accepted from a suspended member.

Gun Section Trap and Game Shooting

All members of the Pacific Electric Rod and Gun Club, in good standing, are eligible to compete for prizes.

Any member desiring to compete for prizes offered for Trapshooting will secure the proper registration cards from the Field Captain of the Gun Section, having same properly filled out at the time shooting is done and signed by the Secretary or Manager of the Club at which he shoots, or by the Field Captain.

All prizes will be awarded on the basis of yearly percentages and shooting will be unlimited except that to compete for a prize the number of required targets as shown must be shot at. The yearly percentages will be governed by rules applying to the Blue Rock Team. In registering deer heads for prizes, call on the Field Captain for necessary blank, having same properly filled out and signed, returning to Field Captain for entry.

Blue Rock Team

This team was established by picking the five men having the highest shooting percentage during the season of 1922.

Tournament Season

The Tournament season shall extend from January 1st to December 31st.

All shooting will be governed by the American Trap Shooting Association rules and the Field Captain, who will have charge of the team, will see that all shooting rules are strictly enforced, and will also arrange competitive shoots with other teams when so instructed by the President.

Classification of Shooters

Any Contestant who has shot at less than 250 targets since becoming a member of this Club will be classed as a beginner; any Contestant having shot 250 targets or more and not qualifying for place on teams will be classed as Amateur; all members of Team No. 1 will be classed as Professional Amateurs.

Any member in good standing is eligible and may displace any man on the team if after shooting 250 targets, his percentage is higher than any member of the team, such displacement to be based on the shooting average of both men during the Tournament season. If, at such time, for any reason, a member of the team has shot targets during the Tournament season, his shooting percentage of the previous years will be used until March 1st when he will lose his right to place on the team.

Percentages

All percentages shall be based upon the shooting done by any member

during the Tournament Season except when a member declares a practice before taking his position at the trap; then the scores made at such practice will not count on yearly percentage and cannot be applied on yearly prizes. Such declaration to be made to the Field Captain or the Secretary of the Club at which the shooting is done.

Competitive Shooting

When competitive shoots are held with teams of other Clubs, the Pacific Electric Rod & Gun Club will stand the expense of shells and targets, but scores made by members of the team at such shoots cannot be registered to apply on regular yearly prizes, except when special shoots are held, special rules may be applied to such shoot either by vote or mutual agreement.

Shooting Jackets

Each member of the Team will be provided with a shooting jacket properly inscribed which will remain the property of the Club and is only loaned to the members of the team so long as their shooting percentage entitled them to a place on the team.

Changing of Rules

These rules may be amended or changed at any regular meeting of the Club by an affirmative vote of a majority of the members present.

DIAMOND DUST

The newly organized Southern California Summer League, comprising Pacific Electric, Glendale, Pasadena, El Segundo, Lankershim, and Colored All-Stars, opened the season April 27th Pacific Electric playing at El Segundo and the Colored All-Stars at Glendale; the game at Lankershim with Pasadena being called off account foot and mouth disease quarantine regulations.

The game at El Segundo brought out a good sized crowd the grand stand being filled and fully one hundred autos parked along the side lines.

Both teams played superb ball as the following score will indicate:

	Innings									RHE	
	1	2	3	4	5	6	7	8	9		
Pacific Elec.	0	0	0	0	2	2	0	0	4	7	1
El Segundo	0	0	0	1	0	0	1	0	0	2	7

Pitcher Al Jensen made his initial appearance at San Bernardino April 13th, against the San Bernardino Reds, allowing but six hits and striking out ten men, Pacific Electric winning by a score of 6 to 4. His work in the box at El Segundo in holding a notably hard-hitting aggregation to 7 scattered hits shows real class.

M. A. Bradley, of the R. E. T. & R. Department, is a recent addition to the team. Aside from a good fielding record, he brings with him a reputation for hitting 'em hard and often.

Twirler Moudy is with us again; seems to be pleased, too. And we are just as glad as he is. As a matter of information to the fans, Moudy is very rude to opposing batters; only lets 'em hit it once or twice, or on rare occasions, three times during a game. He frequently averages ten to eighteen strikeouts a game. Sure we're glad to have him back.

Yes, we made another trip to Las Vegas April 20th, and what the U. P. team did to us was a shame. However, the team did not play its real game and that tells the sad, sad story.

Howard Krausche, outfielder, who made himself famous on several occasions when he hit the ball for a home run with the bases full, has returned to his home at Roselle Park, N. J. A dependable hitter and clever fielder, his absence on the team is to be regretted.

Conductor G. C. McClung, of the Western Division, has resigned and has gone to Fort Smith, Ark., where he will pitch professional ball during the summer. "Mac" attracted favorable attention while on the mound for the Pacific Electric, and was accorded a try-out with the Vernon Club prior to his departure.

If you want to see real speed, just watch "Pep" Young, who takes care of the left garden, and is the Club's lead-off man at the plate. He surely goes after them and never fails. Young recently entered service in the Engineering Department.

SIXTY VALUABLE AWARDS FOR 1924 SPORTSMEN CHAMPS

Adorning the large case in the Rod & Gun Club's headquarters at the Pacific Electric Club there are sixty of the most beautiful prizes ever displayed before the members, to be competed for during the 1924 season. Thirty-six of these are for the Rod and Reel Section, while twenty-four are to be distributed among the shooters. The varied assortment of prizes are valuable and useful to the sportsmen and every one is well worth winning.

These prizes, as shown below, were donated by the Rod & Gun Club, the various sporting goods houses and several individuals, and the assortment would be valued at approximately \$800.00.

Last year a good many of the members of the Club failed to register their fish catches which would have carried off fine prizes. Each fisherman is urged to properly register during this season any fish of consequence.

The following is the list of prizes which have been donated, and rules and regulations governing the distribution of these prizes for the year 1924:

FISHING SECTION

Corbina

- First—9 oz. Spring Butt Rod, all agate guides and tip, Stewart Welsh.
- Second—150-yd. Free Spool Neptune Reel, Pasadena Sport Shop.
- Third—300-yd. No. 9 Strand Line, P. E. Rod & Gun Club.
- Fourth—Leather Butt Packet, P. E. Rod & Gun Club.

Croaker

- First—9-oz. Rod Agate Tip, P. E. Rod & Gun Club.
- Second—1-pt. Thermos Bottle & English Case, P. E. Rod & Gun Club.
- Third—200 yds. No. 9 Strand Line, Miller Reel Sporting Goods Co.

Yellow Fin

- First—Tackle Box—Large, S. H. Cox.
- Second—1-pt. Thermos Bottle & case, P. E. Rod & Gun Club.
- Third—Every-Ready Focusing Search Light, P. E. Rod & Gun Club.

Surf Perch

- First—200 yds. Surf Casting Reel, P. E. Rod & Gun Club.
- Second—300 yds. No. 9 Strand Line, P. E. Rod & Gun Club.
- Third—Assorted Surf Hooks, P. E. Rod & Gun Club.

Largest Fish Caught on 9 Strand Line

- First—9-oz. Rod Agate First and Tip, P. E. Rod & Gun Club.
- Second—300 yds. No. 9 Strand Line, P. E. Rod & Gun Club.
- Third—6 Knowles Automatic Strikers, P. E. Rod & Gun Club.

Largest Fish Caught on Line not Exceeding 24 Strand

- First—1 Tarpoon Trolling Reel, Tufts-Lyon Arms Co.
- Second—200 yds. 24 Strand Line, Pasadena Hdw. Co.
- Third—6 Knowles Automatic Strikers, P. E. Rod & Gun Club.

Salt Water Bass

- First—Tackle Box, P. E. Rod & Gun Club.
- Second—Electric Lantern, P. E. Rod & Gun Club.
- Third—3 South Coast Minnows, P. E. Rod & Gun Club.
- Fourth—2 Special Minnows, P. E. Rod & Gun Club.

Fresh Water Bass

- First—60-yd. Free Spool Casting Reel, P. E. Rod & Gun Club.
- Second—100-yd. Bass Casting Reel, P. E. Rod & Gun Club.
- Third—100-yd. Silk Bass Line, Bert Stevenson.
- Fourth—Three Bassininos, P. E. Rod & Gun Club.

Trout prizes will be divided into two classes, viz., Stream and Lake:

Lake Trout

- First—Trout Rod, P. E. Rod & Gun Club.
- Second—South Bend anti-back Lash Reel, A. O. Hunsaker.
- Third—100-yd. Takapart Reel, P. E. Rod & Gun Club.

Stream Trout

- First—Trout Rod, Tufts-Lyon Arms Co.
- Second—Leather Bound Creel and Strap, P. E. Rod & Gun Club.
- Third—Fly Book, Pasadena Hdw. Co.

P. E. Camp Trout

- First—100-yd. Takapart Reel, P. E. Rod & Gun Club.
 - Second—Fly Book, Miller Reed Co.
 - Third—Trout Reel (Rainbow), Jack May.
- (Note:—Pacific Electric Camp Trout prizes will be awarded to members of P. E. Rod & Gun Club on fish caught while stopping at P. E. vacation Home.)

GUN SECTION

Trap Shooting

- 1st—Model 12 Winchester Shot Gun, Tufts-Lyon Arms Co.
- 2nd—Model 97 Winchester Shot Gun, P. E. Rod & Gun Club.
- 3rd—Lefever Shot Gun, New York Hdw. Trading Co.
- 4th—Gold Watch Suitably Engraved, V. A. Corrigan Co.
- 5th—Army Special 38 Cal. Revolver, P. E. Rod & Gun Club.
- 6th—Luger Automatic Pistol, 30 Cal., Lou. Reed.
- 7th—Model 38 Marlin Rifle, 22 Cal., P. E. Rod & Gun Club.
- 8th—Case of Trap Loads, E. L. Valence.
- 9th—Colt Automatic Pistol, 380 Cal., J. W. Casner.
- 10th—Motor Lunch Kit—No. 415, P. E. Rod & Gun Club.
- 11th—Motor Lunch Kit—No. 315-4, P. E. Rod & Gun Club.
- 12th—Motor Lunch Kit—No. 224-4, P. E. Rod & Gun Club.
- 13th—Bassford Gasoline Camp Stove, P. E. Rod & Gun Club.
- 14th—Stevens Target Pistol, 22-Cal., P. E. Rod & Gun Club.
- 15th—Wyth Leather Gun Case, P. E. Rod & Gun Club.
- 16th—Motor Lunch Kit—No. 1717-2, P. E. Rod & Gun Club.
- 17th—French Leather Gun Case, Wm. L. Thomas.
- 18th—Stanley Qt. Thermos Bottle, P. E. Rod & Gun Club.
- 19th—Leather Shell Case, P. E. Rod & Gun Club.
- 20th—Alladdin Jar—No. 405, P. E. Rod & Gun Club.

FOR LARGEST DEER HEAD

- 1st—Model 94 Winchester Carbine, 30-30, P. E. Rod & Gun Club.
- 2nd—Motor Lunch Kit—No. 225-4, P. E. Rod & Gun Club.
- 3rd—Coleman Lantern, P. E. Rod & Gun Club.
- 4th—Marble Camp Axe & Hunting Knife, P. E. Rod & Gun Club.



Junior Members of the P. E. 'Family'

1. Jess Valentino, 1 year and Lawrence Jr., 3 years, sons of Lawrence Antista, Supervisor, Southern Division.
2. Emily Christina, 3 years, daughter of Earl V. Lowe, Checker, L. A. Frt. House.
3. Elvin Elliott, 4½ years, son of L. E. Goodman, Conductor, Southern Division.
4. Earl Riley, 17 months, son of E. M. White, Blacksmith, Torrance Shops.
5. Fern Lee, 19 months, daughter of A. J. Gallacher, Conductor, Western Division.
6. Wilfred, 4 years, son of Geo. G. Westwood, Sub Foreman, Western Division.
7. Grace, 7 months, daughter of J. R. Leslie, Motorman, Western Division.
8. Glen and Alice Louise, 2 and 3 years respectively, son and daughter I. Iverson, Conductor, Western Division.



TIMELY TOPICS FOR TRAINMEN

A BULLETIN issued last month notified Trainmen that effective April 25th uniforms purchased through Company's uniform department thereafter will be sold at \$31.00, the increase being due to a raise in price by the manufacturer. Rather than supply an inferior grade of suit at the former price, which from the Trainmen's point of view would not be good economy, it was deemed best to continue purchasing the present standard uniform.

The Uniform Department was created in 1918 for the sole purpose of giving Trainmen the benefit of reasonably priced uniforms. By purchasing about 2500 suits yearly from one firm and paying cash a decided saving over the cost of purchasing on the open market has been affected. At the same time the department has seen to it that uniforms were up to the stipulated standard of material and workmanship.

Due to the existence of this department Trainmen have been able to purchase uniforms for the past two years, on liberal credit, for the low sum of \$27.50, which price included alterations and handling charges. The department has always operated on a non-profit basis and in every case employees have immediately been given the benefit of price reduction.

It is interesting to know the prices paid elsewhere by Trainmen on the Pacific Coast where purchase is made through the electric railway. The figures below were obtained within the last month:

Fresno Traction	\$35.00
Pac. G. & E. (Sacramento).....	34.00
San Diego Electric	31.50
S. F.-Sacramento	40.00
Santa Barbara & Suburban.....	38.00
Market St. Ry.	\$25.00 to 45.00

CALLING stations and streets is a very important part of a Conductor's duty, yet this feature of our service seems more conspicuous by its absence than otherwise, writes Geo. H. Grace, Chief, Efficiency Department.

That there may be no misunderstanding of the very definite requirements, the governing rule is quoted below:

"240. Conductors will announce the names of all stations slowly in clear, distinct tones. In announcing junction points they will add the names of the principal stations to which transfer is to be made. On limited trains before departure from initial station, they will announce that train is a limited, and call the stations at which it is scheduled to stop.

"Conductors will announce distinctly the names of streets at which the cars will stop in the principal towns when approaching same."

All passengers are entitled to this consideration and while our regular riders may be indifferent the newcomer and the transient dweller within our midst appreciate the calling of streets.

In a territory like Southern Cali-



fornia, where the tourist population is probably much greater than in any other area of equal size in this country, there is all the more reason for a strict observance of this rule.

Our touring friends in many cases are visiting here for the first time. They board a car or train with perhaps no definite ideas of locality, time or distance, having been briefly told "to get off at——." Much of their uncertainty will be relieved and the pleasure of their journey enhanced if the Conductor will call streets and stops as covered by the rule.

MANY ticket adjustments are being made by Ralph Dimon, Ticket Agent of the Passenger Traffic Department, on account of some Conductors being unfamiliar with the tariff concerning the acceptance of the U. S. Government requests for transportation.

Such requests, explains Mr. Dimon, call for tickets "at lowest rates" and must be honored accordingly, affording passengers tickets at excursion fares, if any are in effect. All requests must be signed by issuing officer and before honored by Conductor should be signed by passenger whose name appears thereon. This provision is necessary in order that the Company may collect for the service rendered from the Government. When reading from a point on Pacific Electric line to a destination on a foreign line such requests should not be accepted, and passenger should be told that by calling on station agent his request will be exchanged for ticket designated, providing, of course, agent has authority to sell through ticket via route shown on request.

All Government requests for transportation before being honored should first be examined carefully to determine that same have not expired, nor being altered or erased. If such is the case they must not be honored.

REASON WHY DEATH RESULTS FROM ELECTRICAL SHOCK

Death by electricity is caused from paralysis of all muscles, including the involuntary muscles of the heart, lungs, etc., as well as the destruction to the mental and nervous systems of the body, according to George M. Ogle, power representative of a large electric power company, writing in a recent issue of *Electrical World*.

It has been found, continues this authority, through exhaustive research work, that a current of one ampere passing through the brain or other vital organs of the body will, in most cases, produce death if allowed to set for only a short period of time. It is therefore evident that it is the amperage, together with the energy dissipated in the body, that actually destroys life.

On the other hand, the element of voltage enters, inasmuch as the resisting power of the human body is very high and it requires a voltage comparatively large or small, depending entirely upon the resistance and contacts, to force this amount of current through a circuit in which the body and its contacts constitute the resistance. The resistance of the human body is a variable factor and depends largely upon the applied voltage, inasmuch as the resistance measured from hand to hand with precision instruments on potentials not in excess of 10 volts will show approximately 40,000 volts, while if this potential is increased to 110 volts the resistance breaks down to some extent and becomes nearly 10,000 ohms.

SOUTHERN DIVISION NOTES

By F. J. Oriva

All those interested in trout fishing should get in touch with Motorman K. J. Bordelon, of the Mail Car, who is endeavoring to arrange a party for that purpose at an early date.

Former Conductor E. G. Tunison is now working as Motorman on the Western Division.

Conductor J. W. McGowen, of the Newport Line, is slowly recovering from a badly injured foot, a part of his right foot being crushed by a flat car.

"Its great to be back on the job" says Motorman W. L. Emery, who underwent an operation and has been off from work for the past three months.

Everybody's doin' it. Motorman J. W. Daffern bumped Motorman J. Morrell, and Johnny bumped Motorman F. B. Wilson.

Motorman G. Bauer, after working freight six months, bid in a passenger run on the San Pedro-Dominguez Line.

Don't forget the next Southern transportation meeting. "Single track seniority" will be one of the subjects discussed and an early adjournment is promised.

AMOCO TO BE SITE OF NEW AUTOMATIC SUBSTATION

The early construction of a 1500-kilowatt automatic substation of improved design to be erected near 25th and Long Beach Avenue was announced last month by Mr. Pontius. The building and electric equipment will entail an outlay of \$104,000 and is made necessary on account of the increasing volume of freight and passenger traffic to the harbor district and other points on the Pacific Electric located to the south and southeast.

The new station will serve the four track section on Long Beach Avenue between 25th Street and Slauson Avenue over which 1300 passenger cars and 1200 freight cars are operated daily.

The erection of the new substation will give our Company a total of fifty-three power transforming stations in Southern California, fifteen of which are of the improved automatic type. The fifty-three stations have an aggregate capacity of 70,000 kilowatts.

BUS SERVICE INCREASED ON SUNSET BLVD. LINE

Due to increased travel on the Sunset Blvd. bus line of the Los Angeles Motorbus Company a revised schedule providing greater frequency of service went into effect on Friday, May 2nd.

The new schedule calls for buses being operated at three minute intervals between 5:10 and 5:45 p.m. outbound from 7th and Grand Ave. and at the same frequency between 4:20 and 8:50 p.m. inbound from Laurel Canyon. The period during which five and seven minute service is rendered have been lengthened. Three additional buses are required to care for service under the revised schedule, making twenty-five buses assigned to the Sunset Blvd. line.

Mr. Van Vranken states that the schedule of bus "tripper" operating on Vermont Avenue between Sunset and Los Feliz Road has been revised to make close connections with buses of the Sunset Blvd. line.

A B C'S OF ELECTRICITY

So completely has electrical energy become a part of the current of life and of civilization that the world, in seeking information relating to the nomenclature of electricity, finds that:

The unit of electrical current is the ampere.

The unit of electrical pressure which causes the current of flow through a conductor is a volt.

One ampere of current at one volt pressure equals one watt of power.

A kilowatt is one thousand watts.

A kilowatt-hour is one thousand watts for one hour.

A horsepower is 746 watts.

A horsepower hour is 746 watts for one hour.

Ten 100-watt lamps burning for one hour consume one kilowatt hour of current.

Forty 25-watt lamps burning for one hour consume one kilowatt hour of current.

Not His Job

By Edgar A. Guest

"I'm not supposed to do that," said he,
When an extra task he chanced to see;
"That's not my job, and it's not my care,
So I'll pass it by and leave it there."

"I'm not supposed to do that," he said.
"That duty belongs to Jim or Fred."
So a little task that was in his way,
That he could have handled without delay,
Was left, unfinished; the way was paved,
For a heavy loss that he could have saved.

And time went on and he kept his place,
But he never altered his easy pace,
And folks remarked on how well he knew
The line of tasks he was hired to do;
For never once was he known to turn
His hand to the things not of his concern.

But there in his foolish rut he stayed,
And for all he did he was fairly paid.
But he never was worth a dollar more
Than he got for his toil when the week was o'er,
For he knew too well when his work was through,
And he'd done all he was hired to do.

If you want to grow in this world, young man,
You must do every day all the work you can.
If you find a task though it's not your bit,
And it should be done, take care of it;
And you'll never conquer or rise if you
Do only the things you're supposed to do.

HOW WILLS ARE EXECUTED

All wills, other than hand written or oral, must be executed and properly attested in the manner described below.

All wills other than nuncupative (oral) must be in writing.

All wills must be signed at the end thereof by the testator himself, or by some person in his presence at his direction must sign his name thereunto.

Attesting witnesses must be present at the time of the signing. The maker of the will must at this time declare to these witnesses that this document is his will.

There must be two of these witnesses, each one signing the will at the end as a witness. This must be done at the testator's request in the presence of the other witnesses and of the testator. Witnesses should preferably be persons who are in nowise interested with any of the bequests contained in the will. It is also advisable to have them state their addresses.

Rastus (Soliloquizing)—Dis am a fine fat pullet, an' dey's more whar hit come from, too. Village Constable (from a shadow)—And where did it come from? Rastus—Er—um—from an aig, sah; from an aig.

COMPARISON OF ACCIDENTS DURING MARCH 1923 AND 1924

	Northern Division		Southern Division		Western Division		P. E. Land Co.	
	1924	1923	1924	1923	1924	1923	1924	1923
Interference with vehicles	160	163	134	140	246	245		46
Collisions & Interferences with cars	4	8	5	23	11	8		
Persons struck by cars	8	7	6	4	7	8		
Derailments	10	9	30	26	15	10		
On and off moving cars	11	21	12	21	18	21		2
Miscellaneous	33	28	38	39	63	61		9
Total	226	236	225	253	360	353		57
	D-10		D-28		I-7			
	1924		1923					
Interference with vehicles	586		548		6.9%	Increase		
Collisions and interferences with cars	20		39		48.7%	Decrease		
Persons struck by cars	21		19		10.5%	Increase		
Derailments	55		45		22.2%	Increase		
On and Off moving cars	43		63		31.7%	Decrease		
Miscellaneous	143		128		11.7%	Increase		
Total	868		842		3.1%	Increase		

WITNESSES PER ACCIDENT

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

Division	Number of Accidents		Average No. Witnesses per Accident		Accidents with No Witnesses							
	1924	1923	1924	1923	Dec.	Jan.	Feb.	Mar.				
Northern	226	225	6.7	6.7	10	21	4	10				
Southern	225	196	4.0	5.2	11	53	14	18				
Western	360	318	5.0	5.3	37	39	13	15				
P. E. Land	57		3.1		4	10	4	4				
System	868	739	5.0	5.8	62	123	35	47				
Division	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
Northern	6.8	7.0	6.9	6.0	5.2	5.2	5.4	6.7	6.0	6.5	7.3	6.7
Southern	5.1	5.8	5.2	5.6	4.4	3.9	5.0	4.2	4.2	4.9	4.3	4.0
Western	5.8	5.9	5.7	6.2	5.2	7.8	5.4	5.7	5.1	5.0	5.3	5.0
P. E. Land Co.							3.2	5.2	4.0	4.1	1.2	3.1
System	5.9	6.2	5.8	5.4	4.6	5.6	5.3	5.5	5.0	5.3	5.2	5.0



Those Days Gone Forever

One of Irvin Cobb's stories concerns an appraiser who was sent to a hotel to appraise the contents. The entries in his book halted when the appraiser came to a table in the cellar on which a full bottle of old Scotch reposed.

Then the entries continued:

"One bottle Scotch whiskey, partly full."

The next entry was:

"One revolving Turkish rug."

Calamity

Speed fiend: "Well, I'm afraid that train will beat us to the crossing."

Passenger: "That's not what I am afraid of. It might be a tie."

Interesting Experiment

Fresh—"Say prof, how long could I live without brains?"

Prof.—"That remains to be seen."—The Guide.

Business Policy

Farmer—"Oh, I see you have reduced the fine for speeding from \$10 to \$5."

Country Judge—"Yes' the cusses were beginning to slow up."—Boston Transcript.

Going Strong

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter told to serve them, for he seemed incapable of taking his eyes off her.

At last the dancer could stand it no longer.

"I say, my man," he observed, "what makes you stare so rudely at this lady?"

"It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper to-night."—The London Humorist.

Bucolic Press

"While Harold Green of German-town was escorting Miss Violet Wise home from a church social last Saturday, a savage dog attacked them and bit Mr. Green on the public square."

He bent and kissed her on the cheek—

It seemed a harmless frolic;
But he's been laid up for a week,
They say, with painter's colic.

The man who's afraid to do too much for people he does business with, needn't be afraid of having too much business to do.—Selected.

The best argument for the styles of the present day is the family album.

When the Time Came

Mandy had completed a hard morning's work over the washtub and was just eating her well-earned dinner when a neighbor came in.

"Mandy, prepare you'self for bad news, der has been a turrible accident, and yo' husban,"—

"Lawd sakes, chile, if Rastus done got killed, you all is gwine ter hear some powerful wailin', soon's ah get mah dinner et."—Mrs. E. F. Shelton, in Capper's Weekly.

Heard in the Smoker

The old-fashioned girl who never allowed her beau to stay later than 9:30 now has a daughter who doesn't expect her sheik to arrive that early in the afternoon.

"What do records cost today, lady?"

"Well, sir, for fifty cents you can have 'smiles,' for a dollar 'Kisses,' and for a dollar and a half 'You'd Be Surprised!'"

?

By Herbert Gay Sisson

There's a symbol that I know of,
Just a little curly-queue,
Just a common, simple token,
Neither out-of-date nor new;
But to wisdom and to power
It will guide the frailest bark,
It's the keystone of achievement—
It's just a Question Mark.

Though it isn't much to look at,
And it isn't much for size,
It's the father of ideas
And the germ of enterprise;
It's the key to vision's shutters,
Letting light into the dark;
It's the starting step to progress,
That little Question Mark.

Keep it ever close before you
In the busines of the day;
Though you think you've reached
perfection,
There is still a better way.
If you count yourself a wizard,
If you feel that you're a shark,
That just shows that what you're
needing
Is a good, old Question Mark.

You can always do things better,
You can always use more care,
You can find room for improvement
Any time and anywhere;
You can open up new pathways,
You can clear away the dark,
If you keep before your vision
A little Question Mark.

"Right Makes Its Own Might"

The world has had enough of the curse of hatred and selfishness, of destruction and war. It has had enough of the wrongful use of material power. For the healing of the nations there must be good will and charity, confidence and peace. The time has come for a more practical use of moral power, and more reliance upon the principle that right makes its own might.

From annual message
of President Coolidge,
December 6, 1923

Even if women do have more sense than men you never see a man wearing a shirt he can't button himself.

"Number, Please"

An Englishman was calling the telephone number of Ealing 1044. The operator had difficulty understanding the name of the exchange, much to the increasing irritation of the Englishman, who decided to spell the word in this manner:

"I said Ealing! E for Enry, A wot 'orses eat, L where you goes to, I wot sees with, N wot lays an egg, and G for Gee Whiz! Can't you understand anything?"

The evening lesson was from the Book of Job, and the minister had just read, "Yes, the light of the wicked shall be put out," when suddenly the church was plunged into total darkness.

"Brethren," said the minister, with commendable promptness, "in view of the sudden and startling fulfillment of this prophecy we will spend a few minutes in silent prayer for the electric lighting company."

Professor (explaining magnetism)—Jack, how many natural magnets are known of?

Jack—Two sir.

"Yes, And will you please name them?"

"Blondes and brunettes, sir."—Penn States Froth.

No Recommendation

"What do you think of mud as a beautifier?"

"Well, it hasn't done much for the turtle."—Judge.

Dead Rough

As over heard at a recent party:
The dance has started. "Come on worm, let's wiggle."

Costly Advice

A man seeking advice from a young lawyer on how to avoid his creditors was instructed to place all his property in his wife's name.

Later the lawyer presented his bill for services rendered and received the following reply:

"Dear Sir: I took your advice and placed all of my possessions in my wife's name, and now I have no money to pay for your services."—Pittsburgh Chronicle-Telegraph.

"The suspensions of one man's dividends is the suspension of another man's pay envelope."

President Coolidge.

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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
		\$47,855,552.06

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	\$47,855,552.06

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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