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No. 4



The Mission Inn at Riverside

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An Appreciation

TO THE Picnic Committee, headed by W. A. McCammond, the Magazine extends hearty congratulations for the splendid manner in which our annual family outing was conducted last month.

Few of us appreciate the volume of work and amount of detail involved in preparing for the extensive entertainment of some 15,000 persons. To meet the issue, weekly meetings were held a month in advance and every conceivable matter was brought up for discussion before the assembled committeemen. Past years' experience were revived and previous shortcomings overcome by bringing up for discussion those details which offered possibility for improvement.

While much of the work is accomplished previous to picnic day, there remains a great deal to be done throughout our day of celebration, and to many the day is one of strenuous labor in which their own pleasure is sacrificed for that of others. To those who worked so diligently and faithfully we all owe a debt of gratitude.

Looking back upon the various social activities of this year, both at the Club and at our mountain vacation camp, with its outdoor recreation and pleasure, we have had a great manifestation of a friendly, clanish, stick-together spirit, and a commendable display of desire on the part of various individuals to do things which would add to the pleasure, comfort and wholesome enjoyment of the other fellow. Such a spirit augurs well for our organization.

And while we are extending appreciation, it will not be amiss to include an expression of sincere thanks to the management for the liberal manner in which it has supported our social functions, both financially and otherwise. Disregarding other events, we can all well realize that the expense incident to our picnic outing involves a very considerable cash outlay, and coming at this time when power shortage and business conditions generally have curtailed revenues deeply, is all the more noteworthy. Incidentally, we can recall no other industry in California, if indeed there is any in the United States, that attempts to entertain as many employees and their families on such a pretentious scale.

A Perfect Day With Pleasure Plenteous

Unexcelled Program and Outpouring of Human Friendliness Make Last Picnic Excel All Previous Events

WE will have to be pardoned if our foreword of the Annual Picnic and Reunion held at Redondo Beach on August 16th contains those homely and time-worn words of expression "bigger and better than ever before." It was, decidedly, and no other words will adequately express it. And this conclusion is not alone our own version, but similar expression was voiced on all sides by many persons who have attended all previous yearly outings in the history of the Company.

All things seemed to conspire to make this day the banner one. The weather was bright and balmy and seemed made to order for the occasion; enthusiasm was everywhere manifested and all seemed to have been inoculated with a spirit of goodwill and fellowship. Smooth as have been the arrangements in previous years, the events at this year's gathering were run off in clock-like precision and there was never a moment that something entertaining was not being presented somewhere in close proximity.

It is difficult to estimate accurately the crowd in attendance, but it may be safely said that a larger crowd never attended any previous annual picnic. Indicative of the mass entertained, we refer to the number of tickets and free items dispensed, shown elsewhere in the Magazine, all of which exceeded the number and volume distributed at any former family reunion.

Transportation Ample

By 9:00 a.m. a bountiful number of familiar Pacific Electric faces began to appear and from that time on three car trains arrived at short intervals heavily loaded. Extra service from many points on the system was operated and additional cars were added to all regular Redondo Beach trains. The Information Bureau was closely located as in years past and here were secured identification badges, etc. entitling them to free gifts and concessions for young and old.

One of the first events of the day was the ball game between the Mechanical Department and Charley Hill's P. E. Club team. With Don Johnson on the mound the mechanical boys were at his mercy throughout the game, only five hits being secured off his delivery. The final score was considerably in favor of the Club team. More than 800 persons witnessed the game, the winner receiving a beautifully engraved loving cup, as well as a substantial cash prize.

The usual "beach appetite" seemed to effect everyone exceptionally early in the day and before noon Jim Clark and his corps of able assistants were busily engaged in dispensing hot coffee and orangeade to the thousands who brought basket lunches. Jim's coffee was never better and some 9,600

Size of Picnic Crowd Shown by Volume of Tickets Issued

THE size of the crowd attending last month's Annual Picnic and Reunion at Redondo Beach may be appreciated by the following items dispensed free to those in attendance:

1500 Kiddies Souvenirs
3000 Balloons
100 Gals. Ice Cream
5000 Ice Cream Cones
3000 Carnival Hats
3682 Bath Tickets
26000 Dance Tickets
700 Cups Orangeade
9000 Cups Coffee

cups were served, as well as 7,000 cups of orangeade, which is more than was ever served at any previous gathering.

In arranging athletic events this year the Picnic Committee sought to curtail them slightly and add new and novel features. All the minor details were thoroughly arranged and contestants were easily secured for all of them. Every event was conducted in a sportsman-like manner and the decisions of the judges were fair and impartial. Following the practice of the year before cash prizes were awarded, the total amount of which aggregated approximately \$375.

Prize Waltz Winners

Dancing afternoon and evening attracted the largest crowd of any individual event and it is doubtful if the dance pavilion ever contained a larger crowd than was present at the evening dance. The prize waltz was won by Mr. and Mrs. J. L. Smale, who, while they had some close competition, were thoroughly entitled to the award by the graceful and artistic manner in which they executed the dance. The prizes for the couple were two beautiful loving cups which were donated and personally presented by Vice President & General Manager Pontius. Some 26,000 free dance tickets were given out during the day.

One new feature was an excellent vaudeville show afternoon and evening and the talent secured put on a most entertaining program, this being supplemented by a well rendered band and chorus recital.

A large boat load of fishing enthusiasts left at 8:00 a.m. on a prize fishing contest in a chartered boat in charge of Capt. Jack May; details of this event will be found on our sporting page. Rod and Gun Club shooters vied for prize and glory on the pier,

but calamity befell our crack gunmen when they were defeated by the Redondo Beach Police Department team after a spirited contest. More details of this event will also be found on the page devoted to sports.

Boxing and wrestling enthusiasts had their inning when well contested matches were staged on a specially constructed platform in front of bathhouse. Many visitors watched these contests and it is estimated that 7,000 persons witnessed our boys exhibit their wares. Johnny Hummerich and Conductor Purcell of the Western Division engaged in an exciting wrestling contest in which Hummerich was extended to the limit in defending the wrestling championship of the Company which he has held for many years. Hummerich had a slight advantage in weight and Wilson proved why he went so far in the recent Olympic tryouts.

"Gang's All Here"

The kiddies, without whose smiling faces such events would be sadly lacking, if indeed worthwhile at all, came in for their share of amusement. And they certainly were out in force. Ice cream, orangeade, souvenirs and merry-go-round rides were free to them and everywhere their joy was unconfined. Not a single accident to child or adult was recorded.

It would require more space than is available to discuss fully the various entertainment features on the program. Back of and responsible for the pleasant time enjoyed by all was the intensive work done by President McCammond and his corps of enthusiastic assistants. Handling and entertaining such a crowd involves much planning and more work, and weeks of preparation were necessary to perfect the organization and arrangements. Weekly meetings were held a month in advance and the hours of planning minute details was reflected by the degree of perfection with which all matters were handled.

The following shows the winners of the various events:

Event No. 1—Preliminary Tug-of-War.

Mechanical Department defeated the Electrical Department and the Engineering Department defeated the Transportation Department.

Event No. 2—50 yard race for boys over 8 and under 12 years.

1st Chas. Greenberg, 2nd Jack McGinnis, 3rd Helmer Burnhart, 4th John Brunner, 5th J. Beeman, 6th Harold Heard.

2nd Heat

1st Earl Smith, 2nd Arthur Potocki, 3rd James Pelham, 4th Hubert Perry, 5th Russell Thomas, 6th Charles Ruppel. Prizes given for each heat.)

Event No. 3—75 yard race for boys over 12 and under 16 years:

1st Henry Woodburn, 2nd Leland Clark, 3rd George Corbett.

Event No. 4—Novelty dressing race for boys, limited to six:

1st Frank Rodecker, 2nd Walter Bayliss, 3rd Wilson Grazier.

Event No. 5—50 yard race for girls over 8 and under 12 years.

1st Edna Burnhart, Verna Flynn, dead heat; 3rd Rose Bradbury, 4th Alta Wilson, 5th Frances Wilson, 6th Margaret Boles.

Event No. 6—75 yard race for girls over 12 and under 16 years:

1st Helen Kennedy, 2nd Mary Wilson, 3rd Elizabeth Marmor.

Event No. 7—75 yard race for ladies over 16 years.

1st Constance Anderson, 2nd Mrs. H. S. Haney, 3rd Jessie Escobedo.

Event No. 8—50 yard honeymoon race.

1st Belle Dodge-R. E. Dodge, 2nd Jessie Escobedo-E. V. Ashby.

Event No. 9—400 yard relay race.

1st Pacific Electric Baseball Team: Robt. Rachford-B. Smith-D. Houston-F. Drunert.

2nd Northern Division Trainmen: B. Stein-A. L. Norris-H. Carey-T. M. Lloy.

Event No. 10—Three-legged race for men over 20 years, 75 yards.

1st A. L. Norris-T. M. Lloy, 2nd Wilson Grazier-Frank Rodecker.

Event No. 11—Sack race for men over 20 years, 75 yards.

1st E. C. Shulkey, 2nd Jas. A. Donahue.

Event No. 12—Sack race for boys under 20 years, 75 yards.

1st Hobart Bradley, 2nd Frank Rodecker.

Event No. 13—25 yard potato race for ladies, over 16 years.

1st Belle Dodge, 2nd Mary Wilson, 3rd Jessie Tyler.

Event No. 14—25 yard potato race for boys under 20 years.

1st Leland Clark, 2nd Earl Foltz, 3rd Frank Rodecker.

Event No. 15—120 yard hurdle race.

1st Charles Bowman, 2nd E. C. Shukley.

Event No. 16—Free-for-all race for men, 100 yards.

1st B. Smith, 2nd F. Drunert.

Event No. 17—50 yard race for members of P. E. Band.

1st Earl Moyer, 2nd F. W. Haddler, 3rd Not known (winner failed to claim prize).

Event No. 18—Novelty egg and spoon race for ladies over 16 years.

1st Mary Wilson, 2nd Mrs. F. H. Deming, 3rd Mrs. John Breunig.

Event No. 19—Balloon-blowing contest for boys under 12 years.

1st John Jenkins, 2nd Guy Rowell, 3rd Edward White.

Event No. 20—Balloon-blowing contest for girls under 12 years.

1st Antoinette Bureybank, 2nd Tina Jurica, 3rd Marjory Knapp.

Event No. 21—Employee with largest family in attendance.

1st Elias Montoya (welfare worker, Engr. Dept.) Wife and 12 children (6 boys, 6 girls). 2nd Andrew Mramor (Janitor P. E. Terminal), Wife and 7 children (3 boys, 4 girls).

Event No. 22—Final Tug-of-War contest for Perpetual Cup.

Mechanical Department defeated Engineering Department.

NEW LOCKER BUILDING SOON READY FOR EMPLOYEES

Transportation and Mechanical Department employees, working out of the Sixth and Los Angeles Street terminals, will shortly be provided with new headquarters in a house located at 629 Maple avenue. More than 250 new steel lockers are to be purchased for the storage of clothes and personal belongings and 212 steel lockers in the present trainmen's room will be removed to the new location.

Insufficient space to properly care for employees in the present location made necessary the relocation of headquarters and purchase of new lockers. The building at 631 Maple Avenue will be remodeled and used as the Terminal Foreman's office, and new locker building will also have extensive remodeling done to fit it for its new use.

Fatal Mistake

Wife—"The servant has thrown up her position because you were so rude to her on the telephone."

Husband—"Oh, I thought I was talking to you!"—Kasper (Stockholm).

"Are you sure we have taken the best road?"

"Somebody has. Dreadful thing they left in its place, isn't it?"—Ex.



Some Picnic highlights: (1) The inimitable Dan Tobey in action; (2) Mr. and Mrs. Elias Montoya, winners of prizes for largest family present; (3) The Nursery, where babies were amused and mothers relieved of their young charges; (4) The Information Bureau, where free tickets and information were dispensed throughout the day.

PICNIC HIGHLIGHTS RECORDED BY CAMERA



Above we present a picture story as recorded by the camera on Picnic Day. (1)—Band members, with instruments in foot race. (2)—section of picnic tables where some 9,000 cups of coffee were served; (3)—an exciting moment in the honeymoon race; (4)—Mr. Pontius caught in action introducing officials; (5)—ice cream stand, a popular place with the kiddies; (6)—eight of the clowns whose amusing antics added zest throughout the day; (7)—crowd in front of the El Paseo during athletic events.

Fair Rates Are Essential To Good Service

All Pay Price When Railroads Fail to Make Just Earnings; Roads Must Prosper to Attract Necessary Capital

By PAUL SHOUP, President

THE power of the public control over railroads through legislation has long been recognized. Always it has been assumed that this power was subject to certain inalienable rights guaranteed by the Constitution, but it has been very difficult because of the vastness of the question and the difficulty in determining both the issues and the value of the property involved, to reach definite conclusions that would result in a proper protection to the property rights of the millions of investors in these railroads.

The development of the public control, to the full exercise of its power, was not rapid, but it came to a full fruition during the Roosevelt Administration along about 1903 with the passage of the National Railroad Regulation Act. About that time and in the ten years subsequent thereto, the States began to realize the extent of their powers over these railroads and to use them. The use of these powers became excessive. There were many motives behind it. One was the jealousy of the States as against the National Government in regulation. Another was the desire to correct certain specific evils for which shotgun remedies were applied and finally the politicians had found a new source of power, a new ladder that they might ascend to fame, and play the part of Jack, the Giant Killer, as against these railroads of the country which, however poverty stricken, nevertheless presented a great embodiment of force in the great terminals, huge trains, and hundreds of thousands of miles of track that reached every part of the country.

At the beginning it was not realized that the one great objective of the American people in dealing with the railroads must be to secure service and, that without service, any other changes that might be made—any evils that might be eliminated—were of small consequence indeed. The public indeed looked upon these rail-

road structures as of an imperishable nature that would endure and go on no matter what might be done to the managements, what might be done to freight rates or fares, what rights might be taken away from the owners of the properties, or what hampering regulations might be adopted to bind them hand and foot. Slowly they awoke to a realization that without revenues to feed them railroads could not continue to give service and even before the War the lesson began to be felt that there must be revenues if service is to be maintained and that restrictive regulations had their limitations. Under the experience of Government operation during the War, a very salutary lesson was learned, and that is, it costs money to improve railroads and extend them to meet the public demand. Hundreds of millions of dollars were taken from the public treasury to meet this urgent need. Out of this lesson and out of these problems that arose subsequent to the War, came new regulations, perhaps the first constructive legislation ever passed with respect to railroads by the Congress of the United States. Other legislation there had been in plenty, restrictive, punitive and otherwise, but the Railroad Transportation Act of 1920 was the first recognition on the part of the American people that something besides the last was needed to

keep the railroads moving. They had found that within a few years' time the tonnage of the railroads had increased 60 per cent, they had found that the gross revenues had increased from \$3,108,000,000 in 1913 to \$5,559,000,000 in 1922, that during this period, hundreds of millions of dollars had been added to the investments, and yet the return on the investments was less in dollars and cents in 1922 and in 1913.

The operating revenues in 1913, after deduction of all charges except interest, were \$788,000,000 and this amount had fallen to \$760,000,000 in 1922, and in the year previous to \$615,000,000. They found that railroad taxes had increased from some \$80,000,000 in the early part of the century to \$300,000,000 during 1922, and these taxes more than equaled the amount actually available for dividends, since for all purposes the railroads in 1922, after meeting interest, had only \$371,000,000 left and a large part of this \$371,000,000 was derived from good investments made independent of direct railroad operations, leaving indeed from operating revenues alone only \$104,000,000 in that year.

The Transportation Act of 1920 does not guarantee anything. If it did the railroads of the United States would be in position to collect hundreds of millions of dollars from the United States. It does seek to create rates which, with honest, efficient and capable management, will enable the railroads to earn a fair interest return upon their investment both the value of the investment and the interest return being fixed by the Interstate Commerce Commission. The Interstate Commerce Commission has fixed this at 5¾ per cent, but not in any year has such a amount been earned upon the money actually invested in railway properties. In 1922 it was a little over 3 per cent, in 1923 it was somewhat better, but as to 1924 we have not yet any reliable measure as to what the return

Good Railway Service Dependent Upon Fair Earnings and Legislation

THERE are about 1,620,000 employees in the railroads of the United States. Through savings banks, insurance companies and the like, there are millions of people interested in the railroads. It is a tremendous industry and when it is in a state of depression there is no general prosperity in the country.

Every dollar of the investor is a free dollar. He can put it where he pleases, into tax exempt securities, into business blocks, timber lands, orchard, or any other form of investment he may wish to. The railroads then must compete in this common field and meet this situation or fail to get the money they need. A great many of them have failed. Nearly one-half the mileage of the railroads in the United States is not paying dividend on the common stock representing billions of dollars.

We have the Transportation Act, imperfect, of course, as every work of man is imperfect, but a constructive effort that has saved this country from dissolution of its transportation service. And what do we find? Attacks are being made against the Transportation Act on every hand. One of the great national political bodies assails it on the ground that it has not attained the objects for which it was created. We find statesmen clamoring for lower freight rates, when the increases granted after the war have been cut in two and the advance in freight rates are less in proportion than the advances in commodity prices generally during the last ten year period.

It will not help the farmer to have two or three cents a bushel cut off his freight rates if he has no cars to haul his wheat when the time comes. It will not help the fruit producer in California to have his freight rates reduced if nobody will put money into refrigerator cars under existing conditions to haul that freight across the continent, and so on all along the line.

—PAUL SHOUP.

will be, though for the western roads we know the earnings will not be so great as in 1923.

It is quite evident, therefore, that there is, in the present situation even, little incentive to do the thing that is essential to the prosperity of the people of the United States, and that is, to keep on adding to the investment in these railroads.

Let us review for a moment the development in railroad financing that has accompanied regulation. Prior to 1906 the money the railroads needed was secured about equally through the sale of stocks and bonds. This was a proper method and this is a proper division. If there be a great cushion of stocks, representing money invested in railroad properties between the bonds and disaster, then bonds can be sold and on a very reasonable basis. But when there is no such cushion and bonds represent full values and decrease in earnings mean receiverships, then bonds become difficult to sell. Since 1906 and during this long era of regulation it has become more difficult to sell stocks and bonds, in fact the sale of stock in railroads has substantially disappeared. The cost of money as a result to the railroads has tremendously increased. Indeed, the fact that the stronger railroads have been able to survive without receiverships or reorganization through the long period of punitive regulation has been largely through the wise financing done prior to 1906, when preferred stocks and bonds were sold on the basis of 4 per cent, the average cost to Class A railroads in good standing of bonds in 1906 being 4.1 per cent per annum. Bonds of this same nature have sold at higher and higher rates until within the last three years they have reached a maximum of 7.27 per cent and even now money costs the railroads 50 per cent more than it did in 1906.

Confidence Lacking

Regulation has failed in this one respect at least, and that is it has not given investors confidence in the railroads. It has not made possible the sale of stocks instead of bonds. It has been accompanied by an increase in the cost of money which will be felt more and more as the dates of refunding these prior issues become due, \$430,000,000 being due in 1930 alone of these 4 per cent and 4½ per cent bonds which will be replaced to a very large extent, unless there be a change in the situation, with money that is much more expensive. Nobody gained anything from this. The investor does not like it. He is charging a premium because of the chances he is taking following regulation and the shortsighted exercise of authority in behalf of the public without due recognition of protecting the rights of the investor who supplies the money. There are about 1,620,000 employes in the railroads of the United States. Through savings banks, insurance companies, and the like, there are millions of people interested in the railroads. It is a tremendous industry and when it is in a state of depression there is no general prosperity in the country.

Four million tons of steel rail cost-

ing \$160,000,000 or more, to replace the rail worn out, was used last year. 125,000,000 ties costing more than a dollar a piece had to be replaced last year and so all along the line. When the railroads are able to make purchases they contribute in a large measure to the prosperity of the country, first, by the stimulus these purchases give and, secondly, by the labor they employ in the use of them, and, finally, by the much better service they are able to achieve for the public.

And this has nothing whatever to do with the construction of new railroads, in connection with which at least one-half billion dollars a year is necessary in the United States to keep pace with the increased demand, and it is altogether probable that Mr. James J. Hill's estimate of a billion dollars a year was none too great.

Progress of Community and Serving Railway are Intwoven

THERE is a risk attached to championing of large vested interests. The intolerant point in scorn and say "he wears the corporation collar." We dare such accusations, at this time, to remark that the Pacific Electric Railway Company is the influence to which we must look for our development, although we may turn aside to glance at the sporadic opposition that materializes against it from time to time.

The trains of the Pacific Electric Railway are the shuttles that weave the fabric of our development upon the looms of progress. In this city to-day the public interest is inextricably bound up with the interests of the railway company.

The bone of contention is the matter of rates. It is held that the railway company charges too much. On examination it is found that the average fare figures out at a little more than a cent a mile.

The competitive bus lines appear to be going through a period of rapid progression. A few days ago the "free" bus line appeared. To-day we observe an application for a 40-cent fare concern. This is a sharp upward curve, is it not? The buses are not run for purposes of true altruism. Unlike the railroad their capital investment is small and the concern is thoroughly mobile. If things do not break right for a bus line it can fold its tents like the Arab and silently steal away. The electric railway, however, is like Tennyson's Brook, "it runs on forever."

—John B. Daniell,
Venice Vanguard.

Now every dollar of the investor is a free dollar. He can put it where he pleases, into tax exempt securities, into business blocks, timber lands, orchards, or any other form of investment he may wish to. The railroads then must compete in this common field and meet this situation or fail to get the money they need. A great many of them have failed. Nearly one-half of the mileage of the railroads of the United States today is not paying dividends on the common stock representing billions of values. Some railroads like the Kansas City, Mexico & Orient, do not earn operating expenses. Other railroads do not earn the interest on the money that has been loaned them, but still others earn it with such a precarious margin that they cannot borrow any more. As a result there are parts of the United States that are not being adequately or properly served. Fortunately a great many trunk lines of the United States, whose financing thirty or forty years ago at low rates of interest, coupled with a great growth in business, have been able to weather the storm.

Must Attract Dollar

But this cannot continue unless the authority exercised by the various legislative bodies is judicial and recognizes first of all that the dollar must be attracted to the railroads by the soundness of the investment and by the assurance of a fair return.

Well, we have the Transportation Act, imperfect, of course, as every work of man is imperfect, but a constructive effort that has saved this country from dissolution of its transportation service. And what do we find? Attacks are being made against the Transportation Act on every hand. One of the great national political parties assails it on the ground that it has not attained the objects through which it was created. We find the statesmen clamoring for lower freight rates, when the increases granted after the War were cut in two and the advance in freight rates are less in proportion than the advances in commodity prices generally during the last ten year period. Not only were these increases cut in two, but there has been a whittling of revenue in other directions. The company with which I am associated has lost two million dollars per annum in reduction in passenger rates in Arizona, New Mexico, Nevada and Utah. It will not help the farmer to have two or three cents a bushel cut off his freight rates if he has no cars to haul his wheat when the time comes. It will not help the fruit producer in California to have his freight rates reduced if nobody will put money into refrigerator cars under existing conditions to haul that freight across the continent, and so all along the line.

Obliging Young Man

A young lady, afraid her dancing partner's perspiring hand would soil her new silk waist, said:

"Would you please use your handkerchief?"

"Certainly," replied the young man. And he blew his nose.—Exchange.

FAVORABLE LAWS PASSED ON PAVING BETWEEN TRACKS

The action of two states and forty-six scattering cities recently adopting legislation relieving electric railways of the cost of paving was announced last month by official bulletin of the American Electric Railway Association. Holding that such charges are unfair to the electric railways, the industry has for several years endeavored to convince state and city authorities that they should not be made to bear such expense and favorable consideration now lends the hope that similar action will soon be taken throughout the United States.

Paving charges originated in the horse-car days of the industry, but despite the fact that no damage is done to streets by electric cars, legislators have not released electric railways from the unjust charge of paving between tracks.

Horses were retired from service in most cities more than thirty years ago. But the paving charge still was assessed against the companies.

Recently, however, officials have openly recognized the unfairness of the charge. It has been emphasized by the increased costs of running electric railways and the necessity for cutting off every unfair levy.

A Notable Group of Railway Officials

MANY pictures of our railway executives appear from time to time in various periodicals and newspapers, but it is seldom indeed that a group picture containing so many distinguished leaders can be obtained as the one shown herewith. It presents to employees a splendid likeness of many ranking executives of both the Southern Pacific and Pacific Electric Railway companies. The picture was taken last month near Chairman Kruttschnitt's private car located in the yards of the Southern Pacific Station.

The occasion which made possible the assembly of these executives and the taking of this picture occurred during a recent tour of inspection of Chairman J. Kruttschnitt over the Pacific System of the Southern Pacific Company and included inspection of some Pacific Electric properties while in this district. During the Chairman's stay in the Southland matters of great import to both companies and Southern California were under discussion.

HONOR FARE COLLECTION IS ADOPTED BY RAIL LINE

The honor system of fare collection installed by New Brighton, Pa., electric railways has shown that the patrons of these lines are 99½ per cent. honest.

This statement was made by Clinton D. Smith, general manager of the two companies, after trying out the honor method for two months.

The honor system of fare collection is simply that the patron boarding the street car tells the motorman his destination and drops into the fare box 5 cents for each zone through which he passes. If a transfer is necessary this is given to the passenger.

Prior to the institution of the honor system the zone system of fare collection was used and the zone machines were operated by motormen in the issuance of fare checks. Under this system, it is said, the traction lines suffered a loss of revenue. It was learned by checkers on the system that many patrons paying for but one zone rode four or five.

The honor system has entirely eliminated this discrepancy and losses have been restored through increased revenue to the lines, Manager Smith says.



In the picture above, from left to right, are shown: J. H. Dyer, General Manager, Southern Pacific Company; Paul Shoup, Vice President Southern Pacific, and President Pacific Electric Railway; Julius Kruttschnitt, Chairman of the Executive Committee, Southern Pacific Company; H. B. Titcomb, President, Southern Pacific Lines in Mexico; T. H. Williams (background), Asst. General Manager, Southern Pacific Company; William Sproule, President Southern Pacific Company.

More familiarly known to all of us are the three gentlemen on the right, they being our immediate resident executives. In order from left to right are: Frank Karr, Second Vice President and Chief Counsel; D. W. Pontius, Vice President and General Manager, and E. C. Johnson, Chief Engineer.

Incentive to Railway Beginners

Though Starting Very Modestly, Achievements Led Twenty-five Leaders to Pinnacle

PERSONS who cling to the "luck and pull" theory will do well to consider the humble start in railroad work made by twenty-five ranking officials of great railroad systems of this country. In the list which follows it will be seen that many of them began their climb to positions of highest rank from such modest beginnings as call boy, office boy, track laborer, clerk, brakeman, warehouseman, flagman, etc.

These men rose by diligently applying themselves, and neither "luck" nor "pull" played any part in their success. No other industry in the United States can show as large a percentage of ranking officials who rose from humble beginnings as will be found in the railroad field, and what is true of railroad presidents is equally true of officials holding positions of lesser rank.

Success and progress in railroad work is achieved by work, merit, study and attention to business, which statement is amply sustained by considering advancement made from lowly beginning positions of the following twenty-five leaders of our greatest railroad systems:

W. G. Besler, president of the Central Railroad Company of New Jersey, began as a trainmaster's clerk.

E. N. Brown, chairman of the board, Pere Marquette, and B. F. Bush, chairman of the board, Missouri Pacific, started as rodmen.

H. E. Byram, president of the Chicago, Milwaukee & St. Paul, began as a call boy.

Began as Flagman

A. T. Dice, president of the Philadelphia & Reading Railway Company, was a flagman when he began.

Charles Donnelly, president of the Northern Pacific, was an attorney, while Howard Elliott started as a rodman; he is now chairman of the board.

Stanton Ennes, formerly president and general manager of The Wheeling & Lake Erie Railway Company, was a telegraph operator, and then a brakeman.

Samuel M. Felton rose from rodman to the presidency of the Chicago Great Western.

J. E. Gorman, president of the Rock Island, started as an office boy.

C. R. Gray, president of the Union Pacific System, began as a telegraph operator.

Hale Holden was an attorney prior to his election to the presidency of the Burlington.

J. H. Hustis, president of the Boston & Maine Railroad, began his career as a messenger boy.

J. Kruttschnitt was an engineer on construction before elevation to the chairmanship of the executive committee of the Southern Pacific Lines.

L. F. Loree, now president of the Delaware & Hudson Company, form-

erly was an assistant in the engineering corps.

R. S. Lovett, former local attorney, now is chairman of the board of directors of the Union Pacific System.

From surveyor's clerk to the presidency of the Norfolk & Western Railway Company is the history of N. D. Maher.

C. H. Markham was a track laborer; he is now president of the Illinois Central.

W. T. Noonan has risen to the presidency of the Buffalo, Rochester & Pittsburgh Railway Company, from the job of office boy.

E. J. Pearson, president of the New York, New Haven & Hartford, was a rodman.

E. Pennington, chairman of the board of the Minneapolis, St. Paul & Sault Ste. Marie Railway, was first a warehouseman.

Another risen rodman is Samuel Rea, president of the Pennsylvania Railroad System.

C. E. Schaff, president of the Missouri-Kansas-Texas Railroad Company, was a brakeman.

T. M. Schumacher, president of the

El Paso & Southwestern System, was a telegraph operator.

William Sproule, president of the Southern Pacific Lines, started as a freight clerk.

W. B. Storey, president of the Santa Fe, was an axeman in the beginning.

F. D. Underwood, Erie president, started as a brakeman, while Daniel Willard, president of the B. & O., was a track laborer.

These men all rose by hard work. Where was the pull and the luck? You don't find them on railroads, where progress is a matter of merit, study, and attention to business.

Show this report to the young man who says, "I ain't got no chance," that opportunity is gone. Show it to the malcontent that thinks the world's "again him." Show it to the radical who rants that Capital's heel is grinding down on Labor's chest and won't let it step up.

It may give them inspiration; it may help them to mend their ways.

PROFITS OF CARRIERS HAVE LITTLE EFFECT ON RATES

Profits the railroads are allowed to earn have little effect on rates but have a vital effect on the ability of the railroads to give good service. Samuel O. Dunn, editor of the Railway Age told the members of the Pacific Traffic Association in an address at San Francisco recently.

"The production and commerce of the country, and the traffic of the railroads, are constantly increasing," he said. "Railway equipment and other facilities must be increased or it will not be possible to handle the growing business. These new facilities require new capital which can not be obtained unless railroad earnings are large enough to give investors reasonable assurance that their investment will be secure and that interest and dividends on it will be paid.

"Those who would have the Interstate Commerce Commission valuation of the roads reduced by one-third should know that in 1923 it took 85 per cent of the earnings the roads derived from rates to pay their operating expenses and that a reduction in the valuation would not reduce by one penny the railroad operating expenses and taxes. Since the net operating income of the roads in 1923 was only 15 per cent of earnings it follows that reduction of the valuation of one-third would make a possible reduction of rates of not more than five per cent.

"A reduction of five per cent in rates would reduce the railroad income by \$320,000,000 annually. The total dividends paid by the roads during the last five years have averaged only \$277,000,000 annually. Of what value would a small reduction of rates be to the producers and shippers of the country if it should be made in such a way as to wipe out railroad dividends and make it impossible for the railroads to give the facilities necessary to transport the products of the farm, the mines and the factories?"

Cover Picture

AMONG the many historical points of interest situated on Pacific Electric lines, none has a greater appeal than the Riverside Mission Inn, the subject of this month's cover picture.

Built of the red clay of the plain a generation ago this famous hostelry was founded by the venerable Judge Miller and its ownership and operation has been handed down to his children, Mr. Frank Miller, a son, now being at its helm. Its appointments have been enlarged and modernized and grounds beautified by palms, shrubberies and lawns of unsurpassed beauty.

It retains its early mission architecture and atmosphere and a large section of it is devoted to the display of California's historical curios. Here also may be seen the "Garden of Bells," wherein are assembled the bells of all ages; the "Music Room" with its great organ and display of historical instruments; "The Oratory," "The Reflector," the "Cloister Walk" and many other features which have contributed to the making of this famous hotel one of the most popular of Southern California's many attractions.

NEW RECORD IS MADE FOR LONG FREIGHT TRAINS

The railroads made a new high record in May when as disclosed by statistics of the Interstate Commerce Commission which have just been issued they handled 42.1 freight cars in the average freight train.

"This is the largest average number of cars ever moved per freight train in any month in history" says the Railway Age. "The nearest approach ever made to this record was in October, 1923, and in April, 1924, when the figure was 41.3."

The Southern Pacific (Pacific System) in June set a new record for the Company with an average of 48.3 cars in train.

The Railway Age makes clear the significance of this record for the railroads as a whole by indicating how comparatively small increases in the average train load result in many millions of dollars of savings in operating expenses.

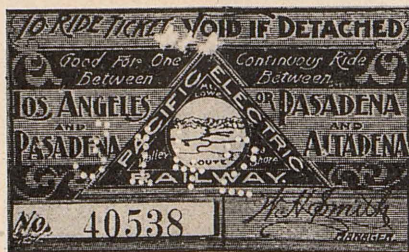
"The record breaking average number of cars per train was not the result of any sudden change" the Age says, "but of a gradual and steady increase in efficient operation. The average number of cars per train in 1920 was 36.6; in 1921, 38.4; in 1922, 38.5; and in 1923, 39.9. In the first five months of 1924, it was 40.4 as compared with 38.5 in the corresponding months of last year, the increase being 1.9 cars per train.

"It is probable that if it were possible to calculate all the savings resulting from the increase in average cars per train, it would be found that the increase in 1924 over 1923 is saving the railways at the rate of \$70,000,000 a year and that the increase in 1924 over 1914 is saving them as much as \$300,000,000 annually."

It requires so many improvements in physical facilities and in operating methods to increase the cars per train that it can be accomplished only gradually. An increase in the number of cars in a train gives the locomotive more tons to pull. In order that locomotives may pull large tonnage, it is necessary to provide larger and more powerful locomotives or to reduce track gradients or both. Heavier locomotives require stronger tracks and bridges, longer turntables, larger enginehouses, etc. increase in the length of trains require increases in the length of passing and yard tracks. The longer and heavier trains are, the stronger cars must be built in order to prevent trains from pulling apart. The provisions of heavier and more powerful locomotives, the reduction of grades, the lengthening of passing and yard tracks and the provision of stronger cars all require capital expenditures, and therefore before these improvements can be made, the railways must be able to rise and invest adequate amounts of new capital.

Rates have not risen in the same proportion as railway costs, and efficiency and economy of operation has assisted the railroads in their effort to bridge this gap.

Ancient Ticket Brings Early Day Memories



Facsimile of twenty-one year old ticket presented for passage last month.

TO HAVE a coupon ticket some twenty-one years of age presented for passage is an experience which seldom comes to Conductors, but Lewis Neal of the Pasadena Short Line was called upon to pass on acceptance of such a ticket last month.

The donor was a Japanese, who explained in broken English his possession of the relic somewhat in this fashion: "My fren' by ticket; he come to Japan and give me ticket. Say I ride free when I come to America. Him good." Examination of the antiquated ticket did not show it to have a time limit, so Mr. Lewis rightfully accepted it for passage.

The ticket is one from a 10-ride commutation book and bears the signature of W. H. Smith, then General Manager of the Company. Another interesting feature is that of its versatility as to use, it bearing the information that same was "good for one continuous ride between Los Angeles or between Pasadena and Altadena."

At the time this ticket was issued, about 1903, the Pacific Electric was composed of approximately fifty miles of rail line and some fifty cars were operated. The major portion of the Company's business was derived from traffic between Los Angeles and Pasadena and a few lines in Pasadena proper. The Long Beach line did not go into service until the latter part of 1903.

General Manager Smith at the time this ticket was issued had under his supervision several men who have risen in the ranks of the electric railway field. Geo. J. Kuhrts, now General Manager of the Los Angeles Railway was then Chief Engineer, which position was indeed a most modest one, considering the small scope of the Company's operations at that time. J. B. Rowray, now General Manager of the Sacramento-Northern Railway, was Timekeeper. J. C. McPherson, who was a Motorman, is now Superintendent of the East Bay Electric lines of the Southern Pacific Company, with headquarters at Oakland.

S. H. Anderson, Superintendent of Power & Equipment, owes his start to experience gained in the power field during the early history of the Company; he also was employed under and during the reign of Mr. Smith. O. P. Davis, now Superintendent of the Southern Division, was a Motorman at the time this ticket was issued. Many

OPENING DANCE OF SEASON SET FOR SEPT. 18TH

Fortunately for those of us who enjoy the dance, there are only a few weeks that intervene between the P. E. Annual Picnic and the opening of our Fall dancing season at the P. E. Club. This year the opening date has been set for Thursday, September 18th, and judging from the crowds that attended each week's dance last season these entertainments will continue to prove popular. Music will again be furnished by the P. E. Club Orchestra, which insures the rendition of popular and jazzy selections.

All employees and dependent relatives are welcomed to these functions where Mrs. Mabel Rockwell, who is in Chicago studying the latest "styles" in dancing, will be Instructor and Hostess throughout the coming season.

SOUTHERN DIVISION NOTES By F. J. Oriva

Conductor O. G. Ballinger is rejoicing over the arrival of an eight pound baby boy. Dr. Stork picked out one of his choicest specimens for this delivery, Ballinger states.

The vacation period is about over and most everyone is back at work greatly refreshed both physically and mentally after his annual rest. Terminal Foreman Cason spent an enjoyable vacation in Yosemite; Depot Master Walley visited in Mason City, Iowa, and Conductor R. F. Rowe, after having been away from Omaha for three years, visited relatives and renewed old acquaintances.

In order to enable him to fully recuperate after a double operation undergone recently, Conductor E. F. Lowry, of the San Pedro Line, is now working on the gates at 6th & Main.

Motormen B. M. Gillian and M. B. Ebersol, both of Whittier, have been taking up single track work.

The many friends of L. R. Spafford, our student instructor, are saddened to learn of the death of his mother. Another sad loss was the death of the mother of Conductor J. J. Jarvis. All of us offer condolence to our brother workers in their bereavements.

Motorman F. B. Wilson, after being bumped five times, has bid in run No. 1, on the Whittier Line.

A small boy strolled into an Arizona drug-store and said, "Gimme a nickel's worth of assafetida." The proprietor wrapped it up and passed it over.

"Charge it," said the boy. "What name?" inquired the druggist.

"Hunnyfunkle," was the answer. "Take it for nothin'," retorted the languid chemist. "I wouldn't write 'assafoetida' and 'Hunnyfunkle' both for no nickel."

others, whom we do not recall at the moment, have risen from humble positions to positions of rank in the electric railway industry.

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, August 6, 1924, at 2:00 p.m. The following members were absent: R. L. Brainard, J. A. Severance, H. Cairns, L. H. Covell, H. Gray, Leo Burster, F. G. Volkhart, C. D. Hunt, G. W. Potter, H. J. Allen, M. T. Spencer, N. D. Gilbert, A. Keane, Frank Patterson, B. F. Manley, L. J. Bush, Earl McCall, S. A. Bishop, L. A. Lovell, S. H. Anderson, and C. H. Burnett.

Club Fund

Balance, 6-30-24\$ 184.00
Receipts, July, 1924 1138.50

Total\$1322.50
Disbursements 1042.30

Balance, 7-31-24\$ 280.20

Relief Fund

Balance, 6-30-24\$ 406.98
Receipts, July, 1924 357.00

Total\$ 763.98
Disbursements 517.50

Balance, 7-31-24\$ 246.48

Unfinished Business

Mr. Vickrey appointed the following members as a special committee to count the ballots on the twenty-ninth of August; W. A. McCammond, Laird Hail, W. M. Brooks, D. J. Finley, B. L. Brown, J. A. Bertelsen, A. J. Guercio, and F. G. Volkhart. It was desirable to complete the count of the ballots so that the members for 1924 and 1925 could be promptly notified in order that they could appear at the first meeting which took place on September 3, 1924.

H. C. Bedwell, who has been conspicuous during the year 1923 and 1924 by his absence from the monthly meeting of the Executive Committee, was present for the second time this year. He was congratulated on his appearance at the meeting and the matter was brought to the attention of the Executive Committee.

Mr. Pontius made a visit to the Pacific Electric Camp about the Fourth of July and was very much pleased with the conditions of our Vacation Camp. Another spring has been developed which together with those which are now in use, gives the Camp an abundance of water. Also ample fire water supply has been given to the Camp.

The Mortuary Fund has now risen to the sum of one thousand, one hundred and twenty-five dollars. This is a gain of over four hundred dollars during the past year. A new blank has been issued for the use of those who wish to become members and may be obtained from the foreman or from the Club. For those who wish to

CLUB MOVIE PROGRAM

Friday, Sept. 12:
Main feature, "The Side Show of Life" with Ernest Torrance. Cameo comedy, "Hands Up."

Friday, Sept. 19:
Main feature, "Open A 11 Night," with Viola Dana. Hamilton comedy, "Going East," and "Secrets of Life."

Friday, Sept. 26:
Main feature, "Wanderer of The Wasteland," with all star cast. This picture is in natural colors. Jack White Special comedy, "Dizzy Daisy."

Friday, October 3:
Main Feature, Dorothy Dalton in "The Moral Sinner." Snapshots of the universe and Juvenile comedy, "About Face."

Friday, Oct. 10:
Main feature, Betty Compson in "The Enemy Sex." Hamilton Comedy, "Good Morning."

change the beneficiary or desire a duplicate Mortuary Card a special blank has been provided.

W. J. Hodge stated that the drive for new Club members and Mortuary members which was made last Spring was one of the finest things which the Club held during the past year and such a drive should be made each year.

New Business

Many questions were asked concerning the condition of "Pop" Spencer, Committeeman from the Mechanical Department of Sherman who has been injured. Mr. Spencer has always been one of the most faithful attendants at the monthly meeting of the Executive Committee and a vacant place was noticeable in the Assembly Hall. The members of the Executive Committee voted for a letter to be written by Mr. Vickrey in their behalf to Mr. Spencer.

A vote of appreciation was given to President Thorburn and Manager Vickrey for the splendid manner in which the Club has been conducted during the year 1923 and 1924.

In responding to this courteous manifestation of the feeling of the Executive Committee, Mr. Thorburn made the following points in summing up the years work: The Club has held its own with any of the previous year's records, and has carried forth with excellent success anything which it has undertaken. Noteworthy among these are: the drive for increased Club membership, Mortuary membership, and benefits derived from the Educational Department which has been added. The splendid success of the

popular Club dances and the motion picture shows has been very gratifying. In closing, Mr. Thorburn thanked the Executive Committee for their splendid co-operation.

Mr. Vickrey in turn thanked the President and the Executive Committee for the help and guidance which they have given him in the past year, and has made his work the most enjoyable of the eighteen years spent in the employ of the Pacific Electric Railway Company.

CLUB EXECUTIVE COMMITTEE HOLDS ANNUAL ELECTION

Undoubtedly the annual election for the Executive Committee of the Pacific Electric Club, held on August 28th, was the most spirited one yet held. Some of the candidates won only by a slight margin of votes and the enthusiasm shown throughout the balloting was notable. The members elected and the departments from which chosen are listed below:

General Offices—J. L. Smale; C. W. Cornell.

Transportation Department (General Superintendent's Office)—No election. Winner to be announced later.

Transportation Department (Northern Division)—W. E. Booth; W. J. Hodge; J. A. Severance; B. L. Brown; D. F. Finley; W. J. Orr.

Transportation Department (Southern Division)—F. L. McCulley; L. H. Tieman; D. R. Hottinger; L. H. Covell; H. Gray; Howard Bennett; H. A. Wilkerson.

Transportation Department (Western Division)—A. W. Day; C. Hunt; W. B. Phillips; J. Hansleman; F. G. Volkhart; H. J. Delmar; J. E. Gerst.

Transportation Department (Station Agents)—H. L. LeGrande; H. E. Foskett.

Transportation Department (L. A. Freight Station)—J. W. Anderson; O. C. Black.

Mechanical Department (Torrance Shops)—Geo. Huppert; J. Richards; H. Pierce; H. J. Allen; J. H. Reese; Wm. Southerland; Willis M. Brooks.

Mechanical Department (Eastern Div. Car Repair Shops)—D. D. Crawford.

Mechanical Department (Southern Div. Car Repair Shops)W. H. Lowrey.

Mechanical Department (Western Div. Car Repair Shops)—M. J. Spencer.

Mechanical Department (Northern Div. Car Repair Shops)—M. R. Taylor; H. Ross.

Accounting Department—H. Grenke.

Electrical Department—I. J. Williams; L. D. Bailey; W. F. Watkins.

Engineering Department—B. F. Manley; F. L. Guenette; B. Schermerhorn; J. E. Flathers.

Purchasing and Store Departments—Earl McCall.

Real Estate, Taxes and Resorts Department—W. A. McCammond.

P. E. CLUB BULLETIN

From September 10 to October 10.
Wednesday, Sept. 10:

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

Friday, Sept. 12:

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

Monday, Sept. 15:

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

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

Tuesday, Sept. 16:

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

Thursday, Sept. 18:

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

Friday, Sept. 19:

General Staff Meeting, 10:00 a.m.

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

Monday, Sept. 22:

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

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

Thursday, Sept. 25:

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

Friday, Sept. 26:

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

Monday, Sept. 29:

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

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

Wednesday, Oct. 1:

Executive Committee Meeting, Assembly Hall, 2:00 p.m.

Thursday, Oct. 2:

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

Friday, Oct. 3:

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

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

Monday, Oct. 6:

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

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

Tuesday, Oct. 7:

Western Division Safety Committee, 2:00 p.m.

Wednesday, Oct. 8:

Rod & Gun Club 8:30 p.m.

Thursday, Oct. 9:

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

Friday, Oct. 10:

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

DO YOU VOTE?

You say that taxes are too high,
But do you vote?

About extravagance you sigh,
But do you vote?

"How long," you wail, "must we endure
This state of things that keeps us
poor?"

How long? I do not know, I'm sure!
But do you vote?

The lights are bad, the streets a mess,
But do you vote?

Your indignation you express,
But do you vote?

You say that bosses rule the show,
That graft is reaching high and low,
And doubtless, all you say is so,
But do you vote?

You growl at rotten politics,
But do you vote?

You howl at bosses and their tricks,
But do you vote?

You say, O Decent Citizen,
We've heard you, time and time again,
We want things run by business men,
But do you vote?

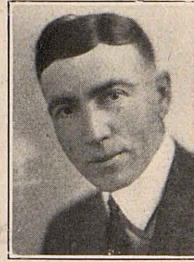
Unless you do (I wonder, do you?),
You've got just what is coming to you.
—The Woman Citizen.

Advanced to Positions of Greater Activity

WITH the resignation last month of Roy C. Seeley, Manager of the Pacific Electric Building, advancement in our official ranks came to two popular and worthy members of the Pacific Electric family.

H. D. Priest, Manager of Alpine Tavern, was selected to fill the important post vacated by Mr. Seeley.

Mr. Priest began service with the Company in 1916, being employed for the most part in the Passenger Traffic Department where he served as Asst. Ticket Stock Clerk, Ticket Agent,



H. D. Priest



F. B. Clark

both for himself and the Company while in charge there.

F. B. Clark, City Passenger Agent of the Traffic Department, was assigned to the former position of Mr. Priest. A hotel and restaurant man before coming to this Company, Mr. Clark's original employment dates back to May, 1909, when the Los Angeles Pacific Railway took over the Balloon Route Trolley Trip with which Mr. Clark was connected. Later he was with the Tilton Trolley Trips when that organization was merged with the Pacific Electric. He left the service in 1916, returning in 1920 to the Passenger Traffic Department where he has done excellent work in excursion arrangement and solicitation. He has a wide acquaintance among hotel men, and has all the qualifications necessary to fit him for the post to which he is assigned. Mrs. Clark will also grace the resort as first lady as has also the wives of former managers there.

The new positions of Messrs. Priest and Clark became effective Sept. 1st.

Ungrammatical but Exact

The Lady Remarketh—"Hobo, did you notice that pile of wood in the yard?"

"Yes'm I seen it."
"You should mind your grammar. You mean you saw it."

"No'm. You saw me see it, but you ain't seen me saw it."—The Christian Evangelist (St. Louis).

FACTS SHOW FREIGHT RATES ARE NOT EXCESSIVE

Much misinformation is being circulated by cliques who seek to discredit the railroads under private operation and the impoverished state of certain industries, brought about through pressure of uncontrollable economic condition, is frequently cited as being caused by excessive freight rates. Neither freight nor passenger rates have advanced in proportion to increased railway operation costs and only the economies affected by the railways through heavier loading, greater car mileage per day, fuel conservation, etc., have enabled them to operate successfully under existing rates.

To combat distorted facts circulated the Southern Pacific Company recently broadcasted the following information pertinent to the subject:

Railroad transportation costs are credited with an importance in the cost of living entirely unwarranted by the facts.

Of 10 cents paid for a loaf of bread in New York, Chicago, or others of the large cities, according to the Department of Agriculture, the railroads receive a third of a cent for transporting the wheat to the mills and a sixth of a cent for bringing the flour to the baker. If the railroads carried the wheat and flour for nothing the saving on the price of a ten cent loaf of bread would be only half a cent, promising no reduction to the consumer.

The freight charge on a pound of ham from Cedar Rapids, Iowa, to New York is slightly less than three-quarters of a cent. If dealers' purchases are made from reasonable sources of supply one never pays as much as a cent a pound in freight charges on sugar, coffee, oatmeal, potatoes, eggs, fresh meat, butter, or some twenty-five other important articles of food. Railroads receive about six cents for carrying a suit of clothes 300 miles, and about five cents for transporting a pair of shoes a similar distance.

Freight rates on American railroads are lowest in the world. The average rate on a ton of freight carried one mile in the United States is approximately one cent. For an equivalent service English railroads receive three times as much, French and German roads about four times as much.

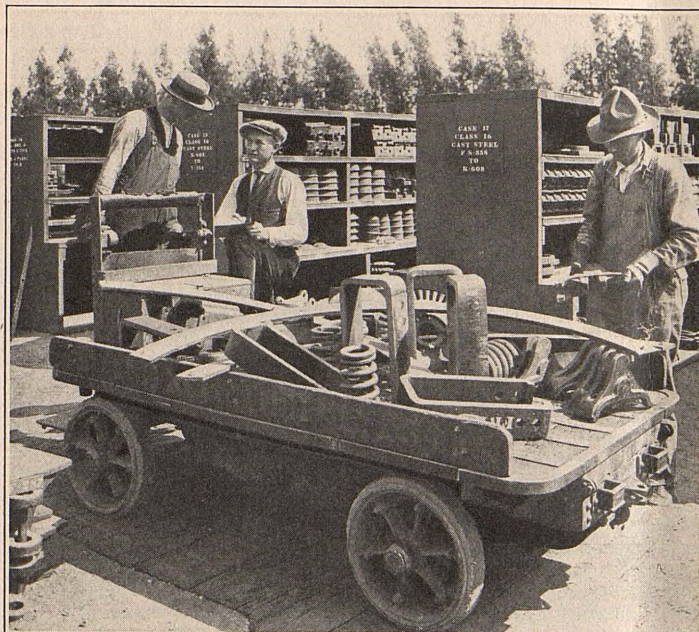
Despite these facts, demands for still lower rates continue.

Crippling of the railroad service would cost the people far more than they could hope to save as a result of rate reductions.

The present campaign for lower rates warrants careful examination. Many who lead the clamor in this direction are also enlisted in every scheme to restrict and hamper the railroads. In any event, these questions demand an answer:

Do lower freight rates promise anything more than an enforced reduction in the wages paid railroad employes, a crippling of service to shoppers and slowing up in railroad expenditures for maintenance and development?

STORE TO SHOP DELIVERY BEGINS AT TORRANCE



Upper left: Loading electric truck at forging and casting racks for delivery to shops.

Upper right: Filling requisitions in main store and assembling materials on portable table for delivery to shops. The young man shown with carrying tray delivers the smaller items requisitioned direct where needed.

Lower: Unloading materials in shops right at the spot where they are to be used.

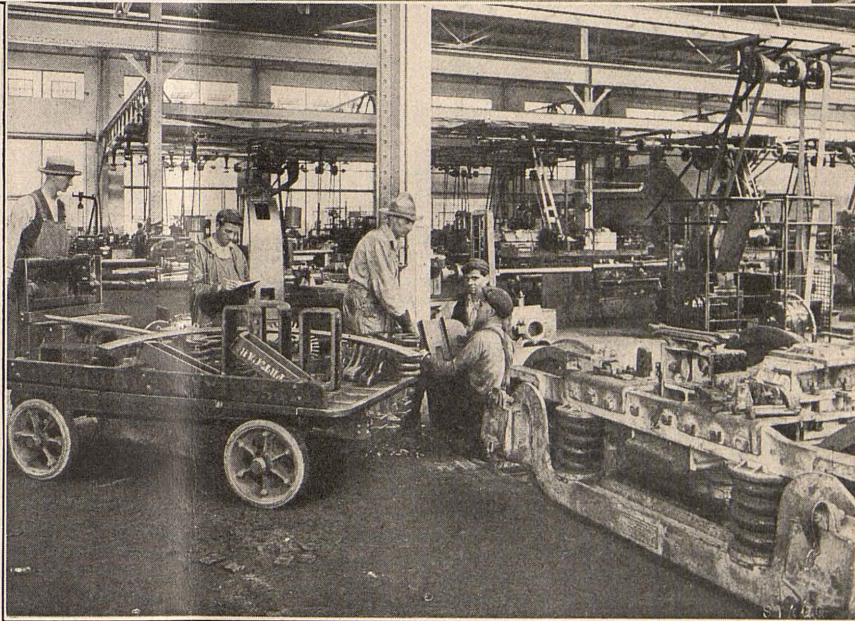
By C. C. FENIMORE,
General Storekeeper

ON MONDAY, August 25, the initial practice of Store-Shop Delivery, the delivery of materials from the stores direct to users in the shops, was made in our shops at Torrance.

The system, now in use on most of the larger steam roads, provides for regular scheduled delivery service throughout the shops, the schedules being arranged to suit the particular needs of the shop being served, in place of former practice of having shop mechanics or helpers call irregularly at stores for materials as required.

As deliveries of material are made not only to the shop specified, but to the particular shop, machine, car, locomotive, etc., requisitions are picked up by delivery men from requisition boxes located conveniently in each shop, to be filled by stores and delivered on next scheduled trip. Obviously, regular schedule delivery service under the supervision of a foreman, whose only business it is to give that service, is to be preferred to the practice of having shop men call at stores.

Where shop men call at stores, it



frequently happens that men from several shops will call for material at one time, thus causing waste of time in waiting at delivery counter for requisitions to be filled, as stores, on account of payroll expense, cannot employ enough help to avoid waits of shop men at peak times, only to be idle at other times.

The system prevents expensive shop machinery from some times standing idle while employees are after material, thus increasing production. It prevents the accumulation of large working stocks in shops, foremen knowing that they can get prompt deliveries of material as currently required.

It allows better control of stock

through all unapplied materials being in store, and on account of store employees being in closer touch with material situation throughout the shops. It further insures receipt by Stores Department of requisitions for all material issued to shops, thereby reducing the possibility of materials accessible to shop forces, such as fenders, forgings, castings, wheels, axles etc., being used without proper charge being made.

It gives Store Department employees wider knowledge of the uses to which material is put, thus permitting more intelligent offerings of substitutes or suggestions as to changes in material standards more economical to the Company. Material shortages

are brought more forcibly to the attention of store employees by Store Delivery Foreman, to whose interest it is to have the necessary materials on hand to deliver.

It will undoubtedly reduce cost of deliveries to shops, as one delivery man will deliver several orders at one time, and the rates paid to delivery men are lower than those paid to mechanics.

To Be Extended

This system has been started with deliveries in one shop unit including the following shops: Armature Winding, Auto Repair, Machine, Blacksmith, Welding, Babbitt, Tin, Truck Brake Repair and Controller Repair. Messenger service handling small repair parts and picking up requisitions is provided to these shops every thirty minutes, and truck service is provided hourly.

In addition to handling deliveries from stores to shops, the system also provides for handling materials within the shops; that is, material in the course of manufacture, materials being repaired and the handling of materials manufactured on Store Department orders from shops to stores.

Motive equipment at the present time consists of two electric storage battery trucks, push cars and a high speed messenger with carrying tray strapped to him. It is planned to take over additional shop units as fast as conditions warrant or as soon as the system is running smoothly in the shops using it, until extended to all shops including the rip track. Shop and Store forces are co-operating to the fullest extent, thus assuring success for the plan.

DOINGS OF P. E. MASONS

The month of August was a quiet one in the realm of Masonic activity. One member of the Pacific Electric family, Carl F. Olsen, Electrical Department, received his Master Degree on August 23rd at Sunnyside Lodge, 47th and Vermont. The degree was conferred by the Pacific Electric Degree Team, and many of the Masonic Club brothers were present. A sumptuous dinner was served before the initiation.

The Degree Team will continue to hold rehearsals from time to time and any Brother caring to learn the work should make application to the President of the P. E. Masonic Club, Brother N. D. High.

Any Pacific Electric employee who has received the Third Degree in Masonry is welcome to become a member of the P. E. Masonic Club. The initiation is \$1.00 and the dues \$1.00 a year. Many social functions are enjoyed throughout the year and business meetings are held the second Tuesday of each month at the club rooms, 431 South Hill.

Negro visiting hospital—How's Sam today?

Nurse—Why, he is convalescing now.

N. V. H.—Well, I'll just wait here until he is through.—Widow.

Death Calls on Eve of Life Insurance Expiration

ACCIDENTAL death to Jasper N. Bell at Kansas City brings home to us in a most convincing manner the uncertainties of life, the wisdom of protecting loved ones and incidentally, the degree of protection afforded employees through the Group Insurance Plan.

Mr. Bell, formerly employed as a bus operator on Beverly Hill line, left the Company's service on July 10th and with two companions started in an automobile for Louisiana. At Kansas City on July 26th the party met with an accident in which Mr. Bell was killed. Word of his death was received here early in August and our records indicated that premium had been paid for the month of July from last paycheck issued him; only five days more protection was paid for.

Claim was immediately made by our Company and his mother, Mrs. O. Bell received a check for \$1500.

Death also visited our ranks last month with the sad passing of John E. Couch, Freight Car Inspector at the 8th and Alameda Street Yards and Geo. B. Ruth, Carpenter, who succumbed to illness at the Pacific Hospital. In both these latter cases \$1500 Group Insurance and \$1025 Mortuary Fund was paid to the wives of the deceased.

We extend sincere condolence to the families of those left behind.

WATER POWER

The earliest beneficial use of water power is lost in antiquity, but we have interesting and conclusive evidence that thousands of years ago the energy of river currents was utilized through water wheels to raise water for irrigation and for milling grain. Beginning with this conception of the principles, there was slow but gradual improvement in the methods and scope of application until the first part of the last century, when the picturesque miller's "overshot" and "undershot" wheels were the principal sources of mechanical power.

The year 1838 or thereabouts was notable for the invention of the hydraulic turbine which has made possible the modern utilization of water powers. While the earlier types were primitive and inefficient, much improvement has been made, particularly during the last few years, in the design of the turbine and its electric generator. While the designers have been struggling for increased efficiency, the mechanical and electrical details of the turbo-generator have also been so highly developed that the modern apparatus leaves little to be desired of reliability and durability.

The possibilities of hydro-electric power began to be realized in 1890, when the first successfully operated transmission line, although only a few miles in length, indicated the possibility of supplying energy to markets remote from the sources of power.

Very Good Reason

Doctor (examining a negro, very much under the influence of liquor): "Why, this man's been drugged!"

Mose; "Yas, suh, I knows it. I drugged him all de way from de saloon."—Exchange.

OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JULY, 1924

Passenger Revenue	\$ 1,184,871.85	
Freight & Switching Revenue	506,643.77	
Other Revenues	51,035.19	
Total Railway Operating Income		1,742,550.81
Total Railway Operating Expenses:		
Wages	824,887.50	
Other Charges	365,432.94	
Transportation for Investment Credit	2,862.13	1,187,458.31
Revenue Less Operating Expenses		555,092.50
Depreciation	40,813.42	
Taxes Assignable to Railway Operations	97,942.28	
Total Depreciation and Taxes		138,755.70
Revenue Less Operating Expenses:		
Depreciation and Taxes	416,336.80	
Non-Operating Income	30,880.44	
Net Revenue		447,217.24
Interest on Bonds and Other Debt	350,032.16	
Rent and Miscellaneous Income Deductions	89,651.10	
Total Deductions	439,683.26	
Net Income for month	7,533.98	
Net Loss for seven months	44,193.76	
Total outstanding Deficit as of July 31, 1924	13,590,260.01	
Los Angeles, Calif., Aug. 20, 1924.		L. A. LOVELL, Auditor

Has Automobile Industry Reached Its Peak?

Authority Declares Saturation Point Not Far Distant, Which Improves Electric Railway Outlook

Advancing sound and logical arguments the Industrial Digest in a recent issue carried a most convincing article setting forth its reasons for believing that the distribution of automobiles in the United States was rapidly nearing the saturation point. The private automobile has had such a marked effect upon the earnings of electric railways that an authentic discussion of its future will be of interest to those employed in the electric railway field, for which reason we reproduce the article in part.

STATISTICIANS agree that there are between 24 and 25 million families in the United States at the present time. (The family is adopted as the unit of estimate for passenger cars because a very large majority serve or are owned by families.) Therefore the full theoretical market may be placed at from 24 to 25 million. But common sense steps in to say that it is ridiculous to estimate that every family in the United States can own a car; there are millions of families who could not afford to buy the first gallon of gasoline or the first inner tube, even if the car were given to them. The East Side of New York, the North End of Boston, the tenement districts of a hundred great cities testify to this, as do the negro shacks of the South, the foreign settlements in coal mining districts and literally thousands of sections which come readily to the mind of any traveled person.

Conservative heads have placed the saturation figure at 16 million. It seems reasonable to say that one out of every three families is in an economic situation which forbids the purchase or use of a car. The doubter is referred to the wage scales of the various coal-mining, clothing-trades and textile mill districts as well as to the slums of our cities.

Subtracting one-third from the 24-25 million figure gives a point somewhere between 16 and 16½ million. For purposes of this story, the saturation point may be considered as somewhat flexible, varying between 16 and 17 million.

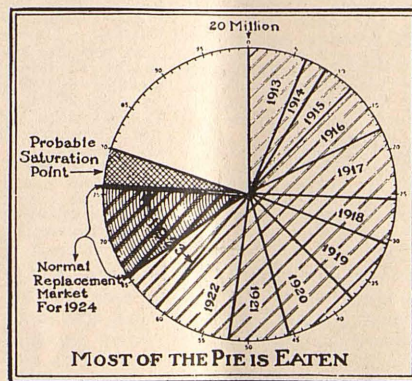
Now let us see just what this figure means. The accompanying chart tells the story. The full area of the circle represents a theoretical market of twenty million—a point to which regulations might conceivably go in time. The various segments show the proportion of this twenty million manufactured in each of the last ten years. Registrations are now well over fifteen million cars—within a few hundred thousand of the minimum saturation point and dangerously near the maximum. The lined segment above the 1923 portion indicates the unfilled part of the 16-million market.

The market for 1924 consists, therefore, of the replacement of cars now

registered, plus the remaining portion of the potential market, plus the normal increase in total families.

It is generally accepted that one-seventh of all cars in registration are scrapped every year, which is another way of saying that the average life of a car today is about seven years. Thus the replacement market consists of one-seventh the total number of cars in use on January 1 or 2.18 million. Add to that the million cars to cover the remainder of the potential market, up to the 16-million saturation point, and we have 3.18 million.

There is still the normal increase in number of families to be considered. Census figures show that families are increasing at the rate of about 400,000 a year, and assuming that two-



thirds of this figure constitutes the maximum part which can afford to buy cars (as in the case of the total population) we find the market to be increasing at the rate of .26 million cars a year. Thus the total market for cars in 1924 may be said to be 3.44 million cars. In round numbers, let us say 3.5 million cars.

Now, has the industry planned to meet this 3.5 million market squarely, and is it exceeding it in point of production? How many cars can be made in the United States this year, and how much over capacity is there? Some of these questions were answered by James H. Collins, manager of the Commercial Survey Department of the Chilton Company. He stated that at the beginning of the year production facilities were sufficient for an output of 5.6 million cars. These estimates doubtless took into consideration the plant additions already under way for expansion of output.

The manufacturers themselves thought that the industry could turn out at least 5.5 million cars, for they made plans to produce that many. Schedules for the ten largest manufacturers (producing 85 per cent of the 1923 total) aimed at new records, which, if carried out in similar proportion by the rest of the industry, would result in a 5.5 million output.

Thus it is obvious that manufacturing capacity is somewhere between 5.5 and 6 million cars. There is an overcapacity then, of between 2 and 2.5 million cars—and any industry with an overcapacity of from one-third to nearly one-half is carrying a lot of dead weight that does it no good.

Let us go a little further and see what manufacturers are doing in the face of these facts. In the month of January, it is usual for manufacturers to produce about 6 per cent of their annual total. Estimating the 1924 total on this same basis, we find that the industry was producing at a 5 million car rate. This was the period during which schedules approximating 5.5 million a year were being announced.

During February, manufacturers certainly made their boast good. About 6 per cent of the total year's output is ordinarily made in February, and on this basis, the industry was "set" to turn out 5.87 million cars this year.

At this point in the story, there is a little tire trouble, or carbon knocks, or whatever you will. By March the optimism started to cool and the market backed up on the manufacturer. Dealers were remonstrating. And so production proceeded more cautiously. About 8.8 per cent of the annual output is normally manufactured in March, and using this proportion, March production indicated an annual output of just over 4.5 million cars. The downward trend became more evident in April, when, based on an average proportion of output approximating 9.5 per cent, the indicated annual total was only 3.7 million.

There are many indications that the downward trend will continue to be in evidence for some months to come—it is not beyond the limits of probability that total production this year may fail to come up to last year's output, may even drop to 3 million cars.

Still further reductions in production schedules may confidently be expected. This simply means that production costs per car will increase. Again, increased production cost means only one thing: smaller profits or higher prices. If prices are jacked up, sales will decrease correspondingly, for it is well-known that the success of the industry in the last five years has been chiefly due to steady reductions in car-prices.

There are two kinds of politeness; one says, "See how polite I am;" the other, "I would make you happy."—Tomlinson.

"I favor the American system of individual enterprise, and I am opposed to any general extension of government ownership and control."—President Coolidge.

TIMELY TOPICS FOR TRAINMEN

The second of a series of articles, started last month, dealing with relations of Trainmen and patrons, is offered below, "Transfers" being the subject.

TRANSFERS probably cause more trouble between conductors and passengers than any other element in their relations—more, perhaps, than all other matters combined. The record of our Complaint Bureau shows that many of the complaints received from passengers grow out of transfer disputes.

Transfer arguments on our cars usually start from one of three causes:

(1) The conductor has made mistake in refusing to issue or accept a transfer,

(2) The passenger does not understand the transfer regulations,

(3) The passenger is trying to get a free ride.

In the first of these conditions the conductor, being in the wrong, will, of course, be corrected when his error is reported. But even if he is mistaken he will at least avoid a complaint of incivility if he has used courtesy in handling the situation.

In the two other situations the passenger is in the wrong, and generally the passenger is mistaken rather than trying intentionally to defraud the company by getting a free ride. In all such cases the conductor must assume that the passenger is mistaken, for the conductor can protect the company (even in the extreme case where the passenger who refuses to pay his fare is required to leave the car), just as well on this theory as he could by assuming that the passenger was trying to beat his way.

The moment you allow the passenger to believe that you think he is trying to cheat the company out of his fare, you start trouble. If you are wrong you are doing the passenger an injustice in giving cause for a complaint that will be sustained. If you should be right you do not place yourself in any stronger position by this assumption.

A. WHEN A PASSENGER ASKS

SITUATION	WHAT TO SAY
1. For a transfer to a line where direction is restricted.	1. I AM SORRY, we do not transfer in that direction.
2. For a transfer some time after paying fare.	2. Next time PLEASE ask when paying fare.

B. WHEN A PASSENGER OFFERS

1. A transfer on which the time has expired. And in case the passenger asks for extra time allowance on such transfer.	1. I AM SORRY, I cannot accept that transfer, as the time has expired I AM SORRY but it is against the rules to allow any more time.
2. A transfer improperly punched.	2. I AM SORRY, I cannot accept this transfer, it is improperly punched. PLEASE pay your fare, take my number and report the mat-

And if passenger persists in offering the transfer.

3. A transfer having the time or date torn off.

C. When a passenger boards a car at a point other than the transfer point, or an intermediate point.

D. When a passenger, after any of the above explanations has been given, tries to start an argument.

E. When a passenger whose transfer cannot for any reason be accepted, insists on riding.

ter at 623 P. E. Building. If a mistake has been made it will be corrected.

Show him what the error in issuing is, saying "I will accept this transfer in this instance but PLEASE inspect your transfer in the future before leaving car on which issued to see that it is properly punched."

NOTE: Mark such transfer "accepted under protest."

3. I AM SORRY, I cannot accept this transfer as it is mutilated

I AM SORRY, I cannot accept this transfer.

You did not board at the transfer point.

(NOTE: Transfers will be accepted at intermediate points).

I AM SORRY, but the rules do not allow me to do otherwise.

I AM SORRY, but you will have to pay your fare or leave the car.

The transfer system is based on the theory of a continuous ride in the same general direction for one fare. Many transfer disputes arise because passengers do not understand this and want to take a ride running back in the direction from which they came.

Safety First Defined

IT means looking out for the other fellow, looking out all the time, expecting him to do some careless thing.

It means ringing the gong and slowing the car on approaching street crossings and intersections.

It means looking out for kiddies playing in the street; for feeble persons boarding your car.

It means starting your car carefully and feeding current correctly.

It means knowing that your passengers are safely on or off your car before "go ahead" signal is given.

It means that the rules should be closely studied and carefully observed.

It means, last, that "Safety First" must be continuously in your thoughts and govern every action where your fellowman is concerned. — National Safety Council.

It will help conductors in cases where it is evident that the passengers do not understand to explain courteously that the line to which the transfer is requested does not run in the same general direction as the line on which the passenger is riding.

Now a word as to gestures, which are the cause of a great many arguments. Many people like to emphasize what they say by some motion of the hand or arm. This can only mean that they feel that their language is not clear or strong enough to express their meaning, and therefore must be reinforced by gestures.

In the direct communication of one person with another a gesture can only mean that the words spoken are insufficient to express one's entire meaning and have to be reinforced. And if the words spoken are themselves perfectly clear and gestures are still used, it can only give the impression that the speaker means something more than he says and is prepared possibly by physical strength, if necessary, to back up his implied meaning.

That is a challenge. Every one of us has seen a row start out of a friendly conversation because one person began to shake his finger uncomfortably near another's face.

Our conductors do not need to use gestures to reinforce the phrases suggested here. They tell their own story. By using them a conductor not only can say the right thing at the right time, but he can avoid unintentionally giving cause for complaint.

Let the passenger do all the gesturing. It is a confession of his inability to express himself adequately in words. If he is wrong his gestures will make that fact all the more evident.

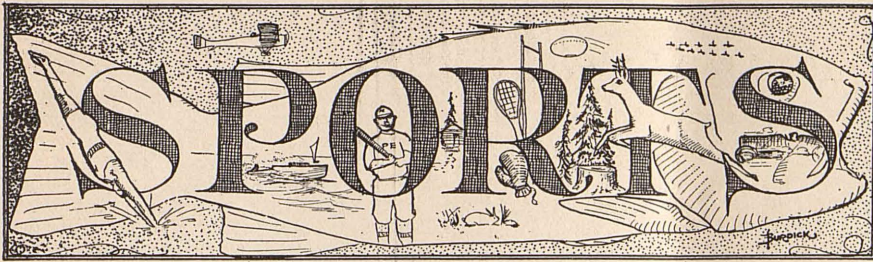
There is no detail in our operation where it will help our conductors more to say the right thing and then stop, than in the complicated matter of transfers.

AUTO STATISTICS

Approximately 310,000 automobiles enter the congested district of Los Angeles every day, according to a check made by the Los Angeles traffic commission, and this number is said to be more than the total number of cars registered in New York.

Los Angeles streets are the most congested of any in the United States, the report shows. Los Angeles county has a registration of 425,572 automobiles, not including tourist machines, and this represents 3½ per cent of the total registration in the United States. Motor traffic at Adams and Figueroa streets is said to be the heaviest in the United States. During 11½ hours that a check was made on this corner, a total of 69,797 cars passed.

There are three intersections in Los Angeles that have a daily movement of more than 45,000 machines, the report shows. There are six intersections with between 40,000 and 45,000, nine intersections with from 35,000 to 40,000, and 23 with from 30,000 to 35,000.



Prizes Galore for Best Shooters

Gun Club Warriors Meet With Defeat, But Good Time is Had by All Regardless

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

NOTEWORTHY of the various events at our Annual Picnic at Redondo Beach on August 16th was the clatter of musketry and the roaring of guns on the breezy pier. Here P. E. Rod & Gun Club members, their families and friends partook of powder smoke and gun-wads. Each roar of the gun had its little thrill; bitter or sweet, each sportsman took his medicine and what can be more thrilling to the eagle-eyed shooter than the clear ringing tones of the Caller—"Dead Bird."

During the morning hours weather conditions were ideal, but the "Redondo breeze," became a little assertive in the afternoon, giving the "birds" a little better get-away, making it necessary for the shooter to do his part quickly, or not at all.

Promptly at 9:30 a.m. the 1st Squad took to the traps for a ten bird practice and from that time on until 5:30 p.m. we kept the sea gulls in constant flight.

The first official line-up for the day was a 50-bird event, contestants being the Redondo Beach police squad and a picked five among our own ranks. The incentive in this event was a loving cup donated by Mr. Robinson of the Redondo Breeze for the winning squad and an auto spot light, courtesy of the Pacific Auto Supply Co., Redondo Beach, for high gunner.

Here is how they lined up:

Police Squad—J. V. Henry, Chief of Police, V. N. Burnham, S. W. Jiracafe, Ed. Thompson, C. Redman.

P. E. Rod & Gun Club—K. L. Oefinger, H. L. Wiggam, B. F. Manley, L. R. Spafford, W. J. Hodge.

Police vs. P. E.

They're off! Excitement was at its pitch as each man made the supreme effort to out do the other. The score after the shoot stood Police Squad 202 out of 250 and P. E. Club 216 out of 250; but, sad to say, this does not tell the tale, as our boys allowed the Police Squad a 16 bird handicap, giving our contestants the goslin, 218 to 216. Another day, another story.

High gun in this shoot stood tied, with B. F. Manley and L. R. Spafford each breaking 47 out of 50 birds. The shoot-off, and Manley is now sporting shooting was done among heretofore

a new spotlight on his Rolls Royce; score 24 to 19.

Next line-up. A cash prize shoot; four squads; 1st prize \$15.00; 2nd, \$10.00; these prizes being donated by the Picnic Committee, together with necessary funds to pay for shells and targets.

The following Captains chose their shooters in order, L. R. Spafford, Squad No. 1; B. F. Manley, No. 2; H. L. Wiggam, No. 3, and K. L. Oefinger, No. 4.

The first 25 birds of this contest was the elimination shoot thus leaving two high squads to shoot for 1st and 2nd prize. The four squads finished their first round in the following order: Squad No. 1, 96 out of 125; Squad No. 2, 84 out of 125; Squad No. 3, 79 out of 125; Squad No. 4, 85 out of 125.

Squad No. 1 and No. 4 now shooting for 1st prize with the following line-up: No. 1—L. R. Spafford, H. Smith, J. L. Cowley, A. B. McLeod, W. E. Massengale. No. 4—K. L. Oefinger, W. J. Hodge, J. M. Geopfert, D. G. Toyle, D. J. Finley.

Each shooter in this lineup was sure of a prize but the contest was waged for 1st money, it was the real thrill of the day and the Referee, J. E. Morrell, kept a close eye as he called the lost birds. The score stood as follows: 1st prize \$3.00 per man won by Squad No. 1 score 84 out of 125; Squad No. 2 took second money, \$2.00 per man with a score of 81 out of 125.

Dinner!

Guns were stacked at this time and everyone felt the need of "consuming some groceries." Talk about eats! In surging through the assembled masses one could not help but conclude that the P. E. family as a whole was certainly a prosperous one. Many of us, intending to go to restaurants for our meal, had no chance to get by, as from every side invitations were extended. These re-unions certainly kindle the bonds of friendship and exemplify the co-operative spirit that exists in the grand old P. E. family.

Having partaken of lunch all wended their way back to the pier where the first event of the afternoon was a free-for-all shoot. In this everyone had a chance and some excellent

unknowns. When the traps were closed for the day some 3,000 birds had been thrown and the many who spent the entire day on the pier end, with an unrivalled program of sports and games being elsewhere in progress, is ample testimony to the pleasure which Rod & Gun Club members find in wielding their wicked rifles.

The close of the day's shoot brought with it the task of computing the scores of the various contestants, as there remained to be awarded one cash prize of \$5.00 for high gun for the day and five P. E. Club charms for the next five shooters in order; also thirteen merchandise orders, figured on the basis of birds broken during the day.

High gun prize of \$5.00 found B. F. Manley and L. R. Spafford in a dead heat. It was decided that these two worthies would abide as to the winner by the flipping of a coin. Lady Luck smiled on Spafford.

Club buttons and charms won stood in the following order: L. R. Spafford, 2nd; W. J. Hodge 3rd; L. V. Thompson 4th; H. L. Wiggam 5th; J. L. Cowley 6th.

The following merchandise awards were made: 1st K. L. Oefinger; 2nd B. F. Manley; 3rd C. H. Jones; 4th L. V. Thompson; 5th K. Thompson; 6th L. R. Spafford; 7th J. L. Cowley; 8th W. J. Hodge; 9th F. L. Manley; 10th J. M. Geopfert; 11th G. Grunsley; 12th A. B. McLeod; 13th W. E. Massengale.

These merchandise orders were on local stores in Redondo, and after the orders were cashed in the winners looked like traveling grocery stores. A. B. McLeod had a sack of potatoes tied to the rear of his Ford; W. J. Hodge took his allowance in Eagle Brand and K. L. Oefinger was packing a 15-lb. package of raisins.

BALL CLUB INVADES NEVADA AND WINS TWO GAMES

For the third time within the past six months, the Pacific Electric team early this month invaded Las Vegas, Nevada. The squad, fifteen strong, left Los Angeles via private sleeper, Saturday, the 30th at 5:15 p.m., arriving at the desert city about 4 o'clock Sunday morning. The Pullman had been side-tracked there, so it was not necessary for the boys to rise from their berths until a later hour. Upon arrival at the hotel, where ample and comfortable accommodations had been arranged for, the visitors were given the key to the city and were told they could have anything and all that they wanted gratis, and the way the boys went after everything was sufficient proof of their appreciation.

The first game was played that afternoon and the invaders from Los Angeles won by the score of 6 to 4 in a closely contested exhibition. Jensen performed in the box and, but for a few breaks on the part of the "umps," would have scored a shut-out victory.

The boys were all awakened the next morning by the music of the Las Vegas Band, which had opened the big Labor Day celebration by a concert in front of the hotel. A big par-

ade followed, which ended at the courthouse grounds, where foot and wheel-barrow races and other sports were indulged in during the fore-noon.

"Cowboy" Smith of the Signal Department, and who incidentally takes care of the short-stop position on the ball field, won the 100-yard dash, the second best coming in fully 6 yards behind him. To show the populace that he is some sprinter, he also finished first in the second 100-yard race of the day at the Fair grounds later on in the afternoon just preceding the ball game. Don Houston of the General Superintendent's office finished third in the second and last race.

The game in the afternoon was played before the largest crowd that ever witnessed a ball game in Las Vegas. These Pacific Electrics always played better ball before a big strange crowd and the band aided the boys to keep their feet moving, otherwise they would have been badly scorched by the hot desert sands. The final score was 14 to 6.

Lefty McMoran of Los Angeles fame, who had been imported to the desert town to help turn back the invaders, was forced to retire in the fourth inning, after a fierce bombardment of safe hits, and the duties were taken up by Concannon, who fared but a little better. "Rod" Gomes, a new face with the Electrics, pitched a nice game of ball, giving only six hits.

After the game was called in the eighth inning, the boys had to rush to feed up, and catch the 5:30 train home-bound. Just as they were leaving, they were presented with a large box of nice cigars by Sam Hermann, Manager of the Las Vegas Ball team, who was dubbed by the bunch as the prince of fellows. He extended many courtesies throughout the boys' stay, which were very much appreciated. All arrived home safe and sound early Tuesday morning in time to resume their duties as Pacific Electric employees.

FISHERMEN FISH, FEED 'EM 'NEVERYTHING AT PICNIC

By JACK MAY,
P. E. Rod & Gun Club

WELL, boys, the picnic sure went over with a regular old Fourth of July bang, and the Rod and Gun Club has the honor of having started the boat rolling. We sure did start her off in grand style; were on the job at 7:30 a.m., with fifteen husky followers of Isaac Walton, waiting for transportation to Rocky Point, where the wily ones awaited our arrival. At 7:50 a.m. all were present but Kelley, the red-headed truck driver. After a short meeting we voted to allow him five minutes to get on the job, but he didn't need but two of the five, for he was seen by the lookout to be steaming in at full speed.

At 8:00 a.m. we were on our way in one of Capt. Larsen's fishing boats and after thirty minutes of wild riding arrived at our destination. After making a circle and throwing overboard a few scoops of live bait we heaved the anchor overboard and concluded to stay where we were and

begin the slaughter. C. F. Estes proceeds to start things going by catching a barracuda as long as a broom handle, and E. P. May tried his luck with a big yellow boy, but found the going too strong, so Mr. "yellowtail" rambled on. By this time Mr. Estes had recovered from his excitement and was trying his luck again. But his recovery was very short for he was immediately engaged in a tug-of-war with a big yellow-tail, which was a fight to a finish, Mr. Estes winning, after a three-minute pull. During the excitement Mr. Kelley thought his Irish was up enough to try his luck, so he hooks up with one of the same color as Mr. Estes', only one-fourth of a pound heavier and had a ten-minute fight on his hands. By that time every one in the boat was beginning to get the fever and, OH BOY! for one hour there was a continuous pull and haul.

Man Overboard?

During this excitement Jack May was missing, some said overboard, others said sea sick, but after a search of the boat was found up in the bow all tangled up with a fifteen-pound Bonita on a nine-strand line. After a few questions we found Capt. Jack had been very busy during the rush. He had caught two yellow-tails, three Bonita, nine Barracuda and eight Bass. Mr. Estes had also been very busy, he had three yellow-tail, five barracuda and some bass.

Then something happened: No, the boat didn't sink, but some of the boys hoped it would. The anchor might have slipped but I think it was shoe strings popping for there were five or six of the boys trying to get their heels up, via the inland route. Anyway the fish had a variety of mixed-feed, for the next five minutes as the hard luck guys had donated their

breakfasts to the inhabitants of the briny deep. You say, "did they stop fishing?" I say they did not; these boys are 100% P. E. R. & G. C. members. They just smiled and proceeded with their work, until we had one hundred and fifty fine fish.

It was getting about time for the fish to be fed some more, for there were several of the boys with their heads hanging over the side of the boat looking very sympathetic at the fish; so we pulled anchor and started home.

The contest was now on in earnest, measuring and counting fish. Capt. May couldn't decide who was winner of first or third prize, on account of all the yellow-tails being almost the same length, but the second prize was very soon settled for Jack May had twenty-two while Mr. Estes was a close follower with twelve. After arriving at the wharf we located a pair of scales and quickly settled the matter of first and third prize. Guy Kelley had the heaviest fish, weighing nineteen and three-fourths pounds, which gave him first prize; Mr. Estes had second largest, weighing nineteen and one-half pounds, which gave this skipper third prize.

By the time the contest was settled the stomachs of some of those who had donated their breakfasts to the fish began to get weak and were craving nourishment. So we all called on our old reliable friend, Jim Clark, and were well paid for the visit, for Jim had excellent coffee waiting for us.

After about a thirty-minute visit with Jim we were attracted by a commotion out in front and on investigation found that the sports had started, so we joined the other 10,000 P. E. folks in the excellent program.

Let's have two boat loads out fishing next year.

DIAMOND DUST

The P. E. Club baseball team has been going strong since the last issue of the Magazine, having lost only one game and that to Hawthorne, score 7 to 4, and winning twice from the Pacific Electric Torrance Shops, Santa Barbara and Las Vegas two games.

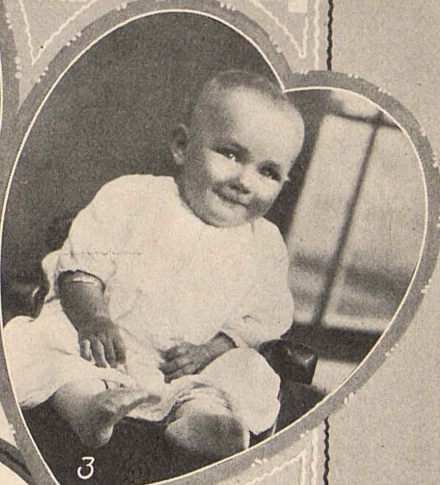
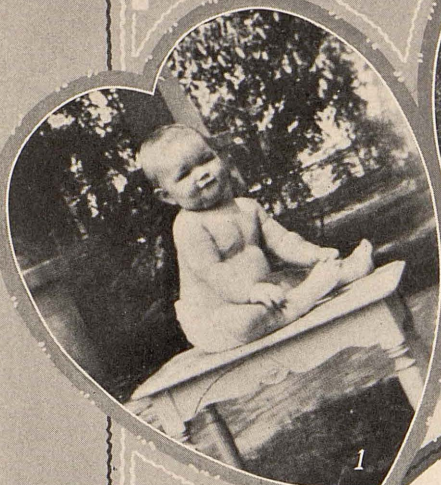
The first game with the Shops, which was played as an elimination for the Picnic, was an exciting affair, the Club team finally winning by a score of 10 to 7. This was the initial appearance of "Slim" Layne. (Freight Traffic Department), who was going good until he was forced to retire on account of a split hand caused by his efforts to stop a hot one.

The second contest, which was played at the Picnic, was a walk-away for the Club boys. The Mechanical Department lads fell before the terrific offense of the better organized team, the game ending with a score of 18 to 1.

Don Johnson of the Accounting Department did the mound work for the club and should have had a shutout to his credit, an error being responsible for the only run scored against him.

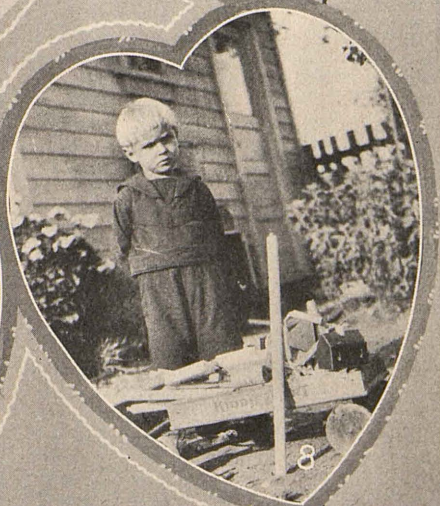
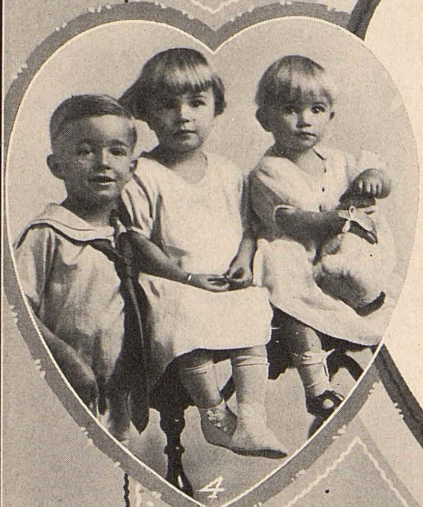


More than 200 fish were landed by sportsmen on chartered launch Picnic Day. "Capt. Jack" caught the greatest number, 22 in all.



Junior Members of the P. E. Family

- 1.—Jack, 8 mo. son of H. B. Devinne, Motor Coach Operator.
- 2.—Albert Jr., 7 mo. son of Albert Camacho, Torrance Shops.
- 3.—Ola Nellie, 8 mo. daughter of Thos. C. Riggs, Signal Branch, Eng. Dept.
- 4.—Edward Rogers, 5 yrs., Betty Louise, 3½ yrs. and Virginia Mae, 2 yrs., son and daughters of E. R. Lemelle, Motor Car Repairman, Eng. Dept.
- 5.—Herman Jr., 4 yrs. and Beulah Elizabeth, 2 yrs., son and daughter of Herman Allcock, Torrance Shops.
- 6.—Phyllis Loretta, 2 years, daughter of H. E. Heustis, Accounting Dept.
- 7.—Fred Allen, 18 mos., son of Fred J. Harper, Electrical Dept., San Bernardino.
- 8.—H. F. Jr., 3 yrs., 8 mo., son of H. F. Sayles, Signal Branch, Eng. Dept.



Opening of Educational Year

Long List of Available Subjects to be Taught Presented by Educational Bureau

DURING the past school year the Pacific Electric Club has maintained an Educational Advisory Department under the management of Earl W. Hill, of the University of California, and through his advice along educational lines quite a number of employees have taken advantage of opportunities offered by the schools and colleges of this district in preparing themselves for greater or better industrial and commercial activities. Through special courses of training that have been arranged for them by Mr. Hill and through being properly placed in schools best adapted to provide their educational needs a helpful beginning has started them to their desired goal.

The advantages offered are free to all employees of this Company and dependent members of their families and there is no objection whatever to an employee interesting a friend or friends along educational lines and to them also will these opportunities be presented upon application. It is felt that very frequently some may have a particular friend who would like to take up the same line of study and be with them during their study period, making it much more pleasant and agreeable.

Undoubtedly the applications for this assistance would have been more numerous during the past year than they were but for the lack of knowledge of the existence of this plan among our employees, and the Magazine hopes that all readers of this article will bring it to the attention of their fellows so that no one may be deprived of the advantage through lack of information.

That much good was done during the past school year was reflected through many employees, especially in the shops, who have made studies along the line of their present employment and others have taken up subjects not related to their present employment and have gained much for their development along lines of usefulness connected with their chosen studies.

This year even greater advantage is to be derived by those who care to become students by reason of the increased number of subjects to be taught. The subjects available have a very wide range, and those educationally inclined will find no difficulty in getting into a class well adapted to their particular needs.

The fall term of the evening schools commenced Sept. 8th and quite a few have registered for these evening classes. Where a subject in the list below is not one such as some individual employe may desire, other subjects will be opened upon applica-

tion of fifteen or more persons for any particular subject.

The following is a list of the subjects in which instruction may be obtained and which are at the present open to anyone who desires them and by taking the matter up with the Educational Advisor on the coupon that appears on this page, appointment may be made so you may be able to prepare for a class in a school which is most convenient for you to attend and which is to give you the instruction desired.

AUTOMOBILE MECHANICS

Storage Battery.

ASSAYING AND CHEMISTRY

BUSINESS COURSES

Arithmetic,	Bookkeeping,	Accounting,	Comptometer,
Business Law,	Stenography,	Typewriting,	Penmanship.
Salesmanship,	Advertising,	Traffic Management,	

DRAWING AND DRAFTING

Architectural Drawing	Blueprint Reading,	Detail Drawing,
Mechanical Drawing,	Structural Drafting,	

ENGLISH

Grammar and Spelling,	Business English,	Journalism and short-story writing,
Dramatic Art,	Public Speaking,	Parliamentary Law.

ELECTRICITY, PHYSICS AND ENGINEERING

Direct Current,	Alternating Current,	Wiring.
Physics,	Steam Engineering,	

LANGUAGES

Spanish,	French,	Latin.
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MATHEMATICS

Arithmetic,	Shop Mechanics,	Algebra,	Geometry	Trigonometry.
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MECHANICAL

Concrete Construction,	Woodshop,	Machine Wood-work,
Blacksmith Shop,	Machine Shop,	Carpentry,
Decorative Art,		Oxy-Acetylene Welding.

FOR THE LADIES

Nursing and Hospital Entrance Preparation.
Sewing, Dressmaking, Millinery, Flower-making, Cooking, Sociology, Psychology.

Classes are held in various schools of the city from 7 to 9 p.m., two or three nights of each week and an assignment slip from the Educational Advisor of our club will give you preferential admission into these classes. Do not fail, if you are interested, to clip out the coupon below, and mail, through company mail to the Educational Advisor, Pacific Electric Club, 431 South Hill St., Los Angeles, or the coupon may be sent to same address by U. S. Mail.

Educational Division, P. E. Club, Los Angeles:
I am interested in taking up the study of.....
Kindly advise time and loca- tion of nearest classes.
Name
Address
Present work
Phone
Department
.....

CHANGE OF SECRETARIES IN VICE PRESIDENT'S OFFICE

To bid a "bon voyage" to the Secretary of our Vice President and General Manager, a party of friends gathered at the home of G. E. Webb, 222 Corona Street, Bell, on August 29th. The affair was a complete surprise to him, but assisted by his gracious mother, he took up the task of host to the party and proved equal to the occasion. A pleasant evening was enjoyed and light refreshments served at midnight.

Mr. Webb left August 30th for Chicago, where he will attend the Illinois College of Photography. He will be succeeded by Grey Oliver, who heretofore has been Assistant Secretary. Mr. Oliver will be succeeded by M. B. Morris, from Supt. White's office.

EMPLOYEES IN HOSPITAL AND MEDICAL DEPT. NOTES

As the Magazine went to press the smallest number of employees confined to the Pacific Hospital in many months was recorded, only ten members of our large family being on sick or injured list.

The names are given each month in the hope that friends will call and offer words of comfort and cheer. Visiting hours are from 2 to 4 p.m. and 7 to 8 p.m.

The names and departments are as follows: Conductor Frank Coltora, Gateman Alfred Dillon, Conductor Ivan Lundy, Car Cleaner M. Momura, Laborer Luis Murillo, Machinist Michael Oriza, Conductor Elmer Parker, Motorman Charles Phillips, Laborer Gonifaso Saza, and Lineman Harry Widrig.

Miss Lenore Wilson chose for her vacation a boat trip to Seattle. Word from her denotes that she is having an enjoyable trip. During her absence her position has been filled by Miss Beatrice Furman.

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES By Don Goldsworthy

We are very glad to report that Charles Stevens who has been on the sick list for a number of months with an infected leg is back with us again and is now well on the road to recovery.

De Lancy "Daddy" Briggs, who was recently retired from active service announces that in the future he intends to visit all employees who are confined to hospital. No doubt this thoughtfulness will be very much appreciated and materially brighten the dreary hours for a number of folks.

The members of this department take this opportunity to offer the family of H. J. Wilcox, who for a number of years was in this office, their sincere sympathy account of his recent death, which came after an illness of several weeks duration.

Mrs. June Woods, who will be remembered as Miss June Fosmir, is temporarily with us again. She is assisting in the Calculation Bureau while the regular members therein take their vacations and leaves.

Vacations—L. A. Lovell, no data; R. E. Labbe, Catalina and the Camp; Miss Clara Doll, Florida; Miss Hazel Hammell, San Francisco and Seattle; Miss Floraine Kuck, at home; George Perry, Santa Monica; Bill Collins, San Francisco; Bill Keelin, no data; Mrs. G. Reed, San Diego-Catalina; Miss Anna Beseman, Vancouver-Seattle; Miss Marie Paulson, at home; Miss Nellie Scott, Santa Monica; Miss Edna Bare, at home; F. J. Ogden, at home; Miss Margaret Taylor, Salt Lake and Yellowstone; J. A. Bertelsen, San Francisco; Miss M. Bell, Alaska; Mrs. F. Hyatt, Alaska; Arthur Milligan, Camp; C. Keller, at home; G. Chrystal, Vancouver; Bill Reed, at home.

PASADENA PICKINGS' By P. H. Riordan

Conductor E. A. Barstow is passing the smokes after having had a visit from Dr. Stork who deposited a darling baby girl.

Our correspondent reports that Conductor "I. H." is in the Golden State Hospital recovering from an operation. We hope for a speedy recovery for the gentleman and regret that we are unable to give his entire name.

The vacation bug is still depleting our ranks. Those who have been away are listed as follows: Asst. Trainmaster Roberts, R. S. Peterson, J. C. Engle, W. H. Cannon, T. Semokee, H. Welsh, M. M. Baldwin, R. F. Bird, E. C. Fox, J. R. Allen, G. D. Stewart, E. A. Chute, C. F. Kellogg, J. M. Gratten, H. D. Clements and M. P. Dorsey.

STORE DEPARTMENT NOTES By E. A. Bonner

A considerable number of changes were made in the Store Department during the last month, some of them are as follows: Thomas J. Wilkes appointed Storekeeper at Butte Street vice Wm. Winterberg, transferred; F. W. Gill promoted to Store Delivery Foreman; J. Van der Zee, Store Inspector vice F. W. Campbell, resigned.

D. E. Porter, formerly Storekeeper at Sherman was transferred to Macy Street as Storekeeper; E. J. Rieber taking place vacated by Mr. Porter. A. H. Nicholls, formerly Storekeeper at Pasadena, takes place of Mr. Rieber. Jack Hendler was appointed Storekeeper at Pasadena; Fred Dilthey taking place vacated by Mr. Van der Zee; Thomas Ashton took place of Mr. Dilthey; A. F. Weiss employed as Stock Book Clerk; C. E. Mundy, former Timekeeper, has been transferred to position of Bill Clerk vice A. S. Lewis, transferred to Mechanical Department; Marion Baker now handling pricing formerly handled by A. Zurborg, who has been assigned to other duties; Al. G. Ewing has been appointed Asst. Stationer vice George Hudson, who has been transferred to Torrance as Section Storekeeper.

In addition to these changes, Mrs. Agnes Pace has been appointed Invoice Clerk in place of Miss Marian Beall who has returned to her former home in Chicago. Miss Margaret Stone takes the place of Requisition Clerk vacated by Mrs. F. E. Smith, resigned.

F. W. Cambell, Store Inspector, resigned to accept a position with a local manufacturer's agent.

In addition to the changes in personnel, the offices of the Chief Clerk and Torrance Storekeeper have been re-arranged so that there is now one large office instead of two smaller ones.

EASTERN DIVISION NOTES By Oscar Gough

Conductor R. Hunsley has given up Run No. 74 and is now working as extra freight Conductor.

Several men on our division have been on the sick list lately. Among them are: Conductors Arensberg, Babcock, Thompson, and Goodwin; Motorman Wells, Hawkins, Bosley, and D. W. Brown. Most of these, we are glad to report, have returned to duty and the wish for an early recovery is extended to others.

Eastern Division men who have been vacationing are as follows:

Trainmaster W. C. Monroe, Kentucky; Conductor R. Forsythe, Beaches; Conductor J. J. Mettler and wife, Redondo Beach; Conductor Cogswell and family, Lake Arrowhead; Conductor R. L. Patterson, Dunsmuir;

Conductor E. J. Murray, P. E. Camp and San Diego; Conductor Oscar Gough and family, P. E. Camp; Conductor W. E. Pitzer and family, San Diego; Conductor J. M. Mills and wife, Klamath Falls, Ore.; Conductor D. J. Finley and wife, Oakland; Conductor A. McLean, Ontario, Canada; Motorman G. A. Smithson and family, Bishop; Motorman G. Grimsley and wife, P. E. Camp; Motorman B. W. McCullough and wife, Kansas City and Colorado; Motorman J. A. Severance, Boston; Brakeman M. D. King and wife, Seattle; Brakeman Shaw, Beaches.

WESTERN TROLLEYGRAMS By E. C. Brown

Conductor E. S. Marvin, who has been Acting Dispatcher the past month, will be back on his run soon and the boys will welcome his return. As a Dispatcher he proved to be O.K.

Although we wont have a get-together meeting before October, interest in it is growing "hot," so you had better make note on calendar now.

Conductor F. G. Watson has gone to Sherman from Hill Street, where he had made many friends.

The Trainmen of the Western Division express their deepest sympathy to the families of Messrs. Moore and Prouch in their great bereavement.

The boys of Hill Street welcomed the return of Motorman J. T. Turner back to work after a sick spell.

Conductor R. E. Purcell is receiving congratulations on his splendid showing in the wrestling bouts at the P. E. Picnic when he was matched against Johnny Hummerich, Pacific Electric champion for many years.

Wedding bells rang out on August 29th for Conductor G. W. Demarest. He is now on a honeymoon, carrying with him the felicitations of a host of friends.

P. E. DANCING INSTRUCTOR TAKING NORMAL COURSE

The Pacific Electric following of terpsichorean art will be interested to learn that Mrs. Mabel Rockwell, our dancing instructor at Redondo and the P. E. Club is in Chicago taking a course of normal work in advanced dancing instructions. She will also avail herself of the opportunity to spend a week at the noted summer camp of the Paveley-Oukrainsky Ballet school on the shores of Lake Michigan. This is one of the best known schools of stage dancing in the country.

The instruction embraces all the latest steps in dancing as approved by the masters of dancing the nation over. Many pupils are eagerly awaiting the return of Mrs. Rockwell and employees of our lines are indeed fortunate in securing the service of such an able instructor.



The Little Comma

Say what you please about that little punctuation mark, the comma, but if it gets in the wrong pew it can cause the minister to stand on his head.

The following paragraph which recently appeared in a country newspaper should have read:

The young ladies at the party had on nothing that made them look conspicuous.

But the typesetter was very liberal with the comma, and thought one belonged in the paragraph, so he set up the line as follows:

The young ladies at the party had on nothing, that made them look conspicuous.

The Difference to Him

Frederick was sitting on the curb, crying, when Billy came along and asked him what was the matter.

"Oh, I feel so bad, 'cause Major's dead—my nice old collie," sobbed Frederick.

"Shucks!" said Billy. "My grandmother's been dead a week and you don't catch me crying."

Frederick gave his eyes and nose a swipe with his hand and, looking up at Billy, sobbed despairingly:

"Yes, but you didn't raise your grandmother from a pup."—Harper's Magazine.

No Place for the Conscience Cursed

A conductor and a brakeman on a Montana railroad differed as to the proper pronunciation of the name "Eurelia." Passengers at this station are often startled to hear the conductor yell:

"You're a lair! You're a liar!"

And it does not help matters when the brakeman immediately pops his head through the rear door and remarks: "You really are! You really are!"

Tucked away in a recent decision of the U. S. Supreme Court was a significant paragraph, reading:

"The slight gain to the customer which he would obtain by an unwarranted reduction in utility rates, is as nothing compared with his share in the ruin which would be brought about by denying industry just reward for services rendered."

I still work two shifts a day to preserve my health and to entice my subconsciousness into being so interested in the world that I shall have no desire to quit.—Thomas A. Edison.

Our business is to sell service. An essential part of that service is courtesy.

Plucky Hilda

A very loving couple had just returned from their honeymoon. "Hilda, dearest," said George, "I see there is some asparagus ready for cooking. Shall we go and pluck it together, love?"

To which Hilda replied, cooingly, "George, dearest, it will be heavenly! You shall pluck it, and I will hold the ladder."—Tid Bits, London.

Outward Signs of Character

In the opinion of George Horace Lorimer, Editor of the Saturday Evening Post, the following is an effective method of sizing up men:

Look in his eyes for honesty.
Around his mouth for weakness.
At his chin for strength.
At his hands for temperament.
At his nails for cleanliness.

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

Try out the test for yourself.

The Curbstone Philosopher Says:

When I see a sixteen hundred dollar automobile parked in front of an eight hundred dollar home, I know what is the matter with America.

There are still some fellows in this country who call it "pretty good whisky" just as long as it doesn't eat the cork out of the bottle.

Some drivers hug the side of the road and others have a girl with them.

It has been my observation that the man who has sunshine in his heart can get along without moonshine in his stomach.

Pleasing All Concerned

She—We're going to live in a better neighborhood after this.

Her—(Next door)—So are we.

She—Why, are you moving too?

Her—No, we're staying here.

A Slight Mistake

Mike: "'Tis a fine kid ye have there. A magnificent head and noble features. Say, could you lend me a couple of dollars?"

Pat: "I could not. 'Tis my wife's child by her first husband."—Ex.

Mother (assuming her best before-company manner): Oh, precious lamb! Hasn't mother told you that you must not bite your fingernails!

Precious Lamb: I'm not, mother. I'm just getting the dirt out.

Mr. Trainman, in the sight of the public you are the Company. In your care rests largely our good name and reputation for service.

Strawberries, Behave!

Two soldiers in a negro regiment were boasting about their company buglers. "G'long wit' you, boy," said one, "you ain't got no booglers. We is got the boogler, and when 'at boy wraps his lip around that horn and blows pay-call it sounds jes' like de Boston Symphony band playin' 'The Rosary'."

"Yeh, I hearn you," replied the other. "Talk up, talk up. Yo' is wadin' deep into trouble."

"An' when he sounds 'at tadoo the Angile Gabriel hisself is lendin' a ear, boy."

"Well, if you likes musik they is all right, but if yo' is yearnin' fo' food, yo' want a boogler with a hypnotic note like we is got. Boy, when Ah hears de ole Custard Mouth Jones discharge his blat, Ah looks at mah beans and Ah says. 'Strawberries, behave yoselves; yo' is crowding the whip cream out o' mah dish'."—Composition.

Of-told Tales

"I'll be detained at the office tonight."

"You are the dearest girl in the world."

"I'm going home to mother."

"Lend me five until pay-day."

"I can get 25 miles on a gallon."

"My meter is out of order."

"Well, that's the transfer the other conductor gave me."

"I phoned, but you weren't in."

"I told him where to get off at."

Then He Retired

"Is your Packard friend coming tonight?"

"No."

"Dodge Brothers?"

"No, dearies, this is Willys-Knight."—Selected.

An Even Temperature

To the clerk who had just sold her a thermometer a woman said: "Would you be so kind as to set it at 65? That's what the doctor says I'm to keep the room at."—Boston Transcript.

Quick Like This

Chemistry Professor—Name three articles containing starch.

Student—Two cuffs and a collar.

"Papa, the preacher was here to lunch today."

"You don't mean it?"

"Yes; and he swore about mother's cooking the same as you do, only he put his hand over his eyes."—Burr.

A dairy maid milked the pensive goat, And, pouting, paused to mutter "I wish, you brute, you'd turn to milk."

And the animal turned to butt her.

Matrimony may prolong life, and then again it may only make it seem longer.

"Are you fond of music?" "Not very, but I prefer it to popular songs."—Boston Transcript.

DIAMONDS

PURE IN CUT AND COLOR
AT
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ARE EASY TO OWN

Just Pay a Few Dollars Down and Wear the Diamond
While Paying the Balance

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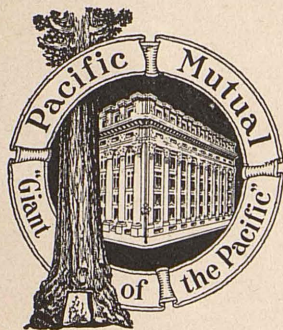
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Agents are located at the following points:

Wm. L. Thomas, Superintendent, 614 California Bank Building, 629 So. Spring St.

J. R. Dougher, Hill Street, Ocean Park, Western Div.

J. V. Smith, 6th St. Terminal, Macy St., Southern Div.

J. J. Hull, Torrance, San Pedro, Pier A.

Los Angeles
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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
June 30th, 1924

ASSETS

Loans and Discounts	\$30,375,889.35	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	3,762,583.12	
Other Bonds, Stocks and Securities	1,196,012.00	
Bank Premises	485,345.54	
Customers' Liability on Letters of Credit	430,223.24	
Customers' Liability on Account of Acceptances	119,112.41	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	130,333.56	
Cash on Hand	\$2,359,165.29	
Due from Federal Reserve Bank of S. F.	2,769,071.92	
Due from Banks	4,679,795.71	9,808,032.92

\$47,882,532.14

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	657,233.70	\$4,157,233.70
Reserved for Taxes	34,438.51	
Reserved for Interest	12,104.35	
Unearned Discount	56,209.77	
Securities Borrowed	1,000,000.00	
Letters of Credit	478,739.44	
Acceptances Based on Imports	119,112.41	
National Bank Notes Outstanding	1,500,000.00	
DEPOSITS	40,524,693.96	

\$47,882,532.14

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) V. H. ROSSETTI, Cashier.
Correct, Attest: Louis Isaacs, T. E. Newlin, Oscar Lawler.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do a Trust Business.

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

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OF LOS ANGELES
Corner of Fourth and Main Streets

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