



# THE PACIFIC ELECTRIC MAGAZINE



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Fifteenth National Orange Show, San Bernardino, Feb. 19th-March 1st.

## P. E. Club Is Now Located In Its New Quarters

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**L**AST month it was announced through the columns of the Magazine that the construction of the Subway Terminal Building would necessitate the removal of the Pacific Electric Club. Work of settling into new quarters in the Dairy Products Building, 512-514 East Eighth Street, was completed early this month.

Selection of the present location of our club home, until such time as permanent quarters can be provided, was only decided upon after intensive study of conditions and investigation of all buildings available within a reasonable distance from the 6th and Main Street Station.

In the selection of the new club quarters it is felt that it will house all of the major activities of the Club with all the necessary facilities for our comfort. While some details of our Club work may be lacking for the present, we should keep in mind that the new quarters are only temporary.

The spirit of the Club is not lost. It is merely transferred to a temporary abiding place. In the memory of our first club home let us rally to the new and carry on with that spirit of "family unity" we have enjoyed during the many years past.

Let us make the spirit of the new more radiant than the old; re-cement the bonds of friendship and make new ones of equal worth.

# Friendly Aid In Strange Surroundings

## Pacific Electric Branch of National Organization is a Busy and Helpful Organization Where Needful Find Assistance

By DOROTHY E. WYSOR, General Secretary  
Los Angeles Traveler's Aid Society

THE effectiveness of Travelers Aid service is so dependent on the friendly co-operation and the understanding of railroad men that it is a particular pleasure to have the opportunity of writing about our work for the Pacific Electric Magazine.

The Travelers Aid is a national and international society. In this country we have over two hundred member societies located in every city in the union and forming a protective chain of service across the country.

The Travelers Aid movement is about fifty years old. At first protection to women traveling alone was the sole object of the work which was usually conducted on a sectarian basis and controlled by women's committees under religious auspices. Probably the Traveler's Aid Society owes its inception to a wealthy Irishman, Bryan Mullaphy, of St. Louis, who died in 1851, leaving more than a million dollars in a trust fund to be administered by the city council "for the purpose of assisting those who were traveling to the West." Fifteen years later the Y. W. C. A. at Boston did some organized protective work for girls traveling alone, and in 1885 a group of "Friends" in New York paid the first salary of a worker among travelers.

### Early History

From that time, various welfare organizations, such as the Girl Friendly Societies, Councils of Jewish Women and others took up special protective work locally, but not until 1904 was the first non-sectarian committee organized to do general travelers' aid work. This was brought about by Grace Dodge, who formed a committee of Protestant, Catholic and Jewish women in New York for the protection and assistance of travelers. In 1914 the first conference of eastern cities of Travelers Aid workers was held in New York, and from that time on the growth and development of the society has been phenomenal.

The New York Travelers Aid Society was first to organize a directorate composed of both men and women and to extend its service to include children and men as well as women and girls. The amount of service given to male travelers has been steadily increasing in all Travelers Aids in recent years. Forty per cent of the runaway youngsters found and returned to their homes by the Los Angeles Trav-

clers Aid in 1923 were boys.

About the time that the New York Travelers Aid Society was organized the Y. M. C. A. established Travelers Aid activities in the city of Los Angeles. It continued to carry on the work until 1922. At this time it became apparent that a larger development was required because of the rapidly increasing needs of a tourist city showing a phenomenal rate of growth as has ours in recent years. A field representative of the National Association of Travelers Aid Societies was sent to study and organize the field and the Y. W. C. A. cooperated by relinquishing the work which it carried on for twenty years.

Active work under the auspices of

Southern Pacific—Daily, Sundays & Holidays 7:00 A. M. to 11:00 P.M.

Santa Fe—Daily, Sundays & Holidays 7:00 A.M. to 10:00 P.M.

Pacific Electric—Daily, 8:30 A.M. to 4:30 P.M.

In Long Beach we have a sister society which maintains workers in the Pacific Electric Station.

We hope, when finances permit, to extend our services to cover the central bus station and the Harbor.

Our function as constitutionally defined is:

1. To provide information, advice, guidance and protection to all travelers, who by reason of ignorance, inexperience, illness, infirmity or other disability are in need of assistance.
2. To co-operate with local agencies in meeting the needs of travelers.
3. To furnish a means of co-operation with Travelers Aid Societies in other localities.

### A Worthy Work

We protect young women and girls traveling alone, by arranging with Travelers Aid Societies in other cities to guide and protect them en route; take care of people who have failed to meet friends or relatives as expected, and need aid in locating them; meet persons by appointment who require assistance in arriving at their proper destinations. We give advice and assistance in getting employment; give direction and help in securing suitable and respectable lodgings; witness marriage ceremonies of immigrant girls, or others whose friends or relatives cannot be present; offer protection and guidance to runaways of immature years who often are in dire need of a friend, and also act as a clearing house for persons who, in order to solve their problems, require the help of social workers connected with other agencies.

We have two departments, one of which is the Station Work, and the other is called the Social Service Department, in which we try to work out the problems of travelers who are in difficulties. We do not interview people at length in the railroad stations where there is so much confusion and hurry. If there is a young girl in trouble, some one who is stranded, a runaway child, or some other perplexing situation to be handled, we bring the person concerned to our



Rendering aid to young girls on journeys is one of the main functions of "Traveler's Aid."

a representative Board of Directors began in March, 1923. The Pacific Electric and the Los Angeles Railways lent a helping hand and all of the railroads have shown us every possible courtesy in helping to get under way. In addition to financial help from the local railroads, we have been provided with space, furniture and telephone service in each of the stations and have been treated with the greatest kindness and friendliness.

Our stations and hours are:

central office at 220 Coulter Building. Here we are able to have private and confidential talks and from these headquarters our visits and investigations are made. Here also we receive telegrams and letters from other societies or private individuals who have some service to ask of us.

#### Scope of Activities

This department performed some service for 763 people in December 1924, and made 141 visits in their interests. In the stations we assisted 1435 people in some "minor" way. Services which we describe as "minor" are very often important to the persons concerned, but if no follow-up work from our Social Service Department is required, we classify them as "minor."

This makes a total of 1176 people served in December 1924. In the heavy summer months the total runs well over 2,000 per month.

Twice as many people were referred to us by railroad officials and trainmen in December, 1924 than in December, 1923. We very much appreciate this evidence of increasing understanding and cooperation between us and our railroad friends. We hope that as our organization strengthens we may be able to demonstrate our usefulness to such an extent that the number of those referred to us for help by railroad men will increase even more.

In the interurban stations the character of our work is quite different from that of the other stations. In the Southern Pacific two workers are busy with emergencies nearly all the time. In the interurban stations there are times when our worker is very busy and some of our most serious social problems have come up in the Pacific Electric Station. There are times, however, when the worker is not kept busy with people coming to her desk. She then watches her station like the proverbial spider waiting for the fly, only her purpose is to help, not to devour.

#### A Friend in Need

To the casual observer, our work in the stations might sometimes seem rather ephemeral. We give people directions and information about the city, order taxi cabs, send telephone messages, interpret for the non-English speaking immigrant and do many other kindnesses and courtesies, which although very helpful, would not by themselves justify the existence of Travelers Aid as a society doing social work. The test of a Travelers Aid worker, however, is in her ability to see behind a minor request or a passing incident more serious and important elements in the situation.

Perhaps the best way to emphasize this point is to quote from our statistical report the sort of social problem with which we had to deal in the case of 763 persons to whom we gave "major service" last month.

Difficulties	No. of Cases
Lack of knowledge of the city..	138
Failure to meet or locate relatives or friends.....	138

## Company Ranks Seventh as Power Consumer

**I**NDICATIVE of the magnitude of the operations of our Company, is its standing in the ranks of the electric railways of the United States in the matter of electrical energy consumption.

According to 1923 figures, appearing in *Electrical World*, the Pacific Electric Railway ranks seventh among the electric railway power consumers, being out-ranked only by the Interborough Rapid Transit Co., Chicago Surface Lines, Williamsburgh Power Plant Corp., Philadelphia Rapid Transit Co., Boston Elevated Railways Co., and Pennsylvania R. R. Co.

During 1923 approximately 200,000,000 kilowatt-hours were required to meet the load demands of the Pacific Electric Railway Company.

It is interesting to note that but eleven railways of the entire number in the United States, including street railways, interurban systems and steam-road electricifications, were listed as consumers of more than one hundred million kilowatt-hours per year.

Our claim to being the largest interurban and city system in the world is based on track mileage and in this respect the Pacific Electric with its 1135 single track miles, out-ranks by several hundred miles its nearest competitor, the Public Service Corporation of New Jersey.

Persons seeking lodgings.....	29
Economic dependency.....	48
Loss of money, ticket or baggage	13
Mental disability.....	15
Physical disability.....	66
Unemployment.....	29
Immigrant needing help in adjustment.....	84
Inability to speak English.....	35
Marriage case (girls arriving to be married).....	7
Children traveling alone.....	88
Runaway.....	8
Broken home.....	52
Desertion.....	4
Begging.....	2
Sex irregularity.....	4
Illegitimacy.....	1
Other adult delinquency.....	12
Other juvenile delinquency.....	4

In addition to the work we did to solve these difficulties, we placed 101 people enroute who were in need of special assistance in traveling.

In my next article I shall take up some particular cases which have arisen in the Pacific Electric Station.

Sign on rear of Ford: "Three more payments and she's mine all mine."  
Another: "Miss Lotta Knox."

## BENEFIT FROM EDUCATIONAL CLASSES BECOMES EVIDENT

The classes in Railway Purchases and Stores are being held regularly on Tuesday and Friday afternoons in Torrance, immediately following the close of the day's work, from four till five;—and in Los Angeles at the Pacific Electric Club each Thursday evening from seven till nine.

The interest shown is apparent in the regular average attendance of forty at Torrance and of eighteen at Los Angeles.

Recently a very interesting lecture was delivered by Mr. Thurston B. Ross, Instructor of a similar course at the University of Southern California and formerly with the General Motors Co. of Detroit. In the course of his lecture, Mr. Ross warmly recommended the reading or recourse to current periodicals and especially urged his hearers to familiarize themselves with current production of commodities pertinent to their use. In accordance therewith several publications arriving at the Stores Dept. Offices have, through the courtesy of Mr. Fenimore, General Store-keeper, been turned over to Frederick Hopkins, who was recently appointed correspondent to the P. E. Magazine from the Stores Dept. and these are now being circulated among the members of the class.

"Requisitions: Their Use and handling of same" has been the subject engaging attention for the past two weeks and there have been many interesting debates and some lively discussions. Considerable benefit has been derived by all attending these classes.

## ANNUAL BALL DRAWS RECORD BREAKING ATTENDANCE

Exceeding in attendance any previous Annual Ball held by the Company, the big event held on January 27th at Rutherford's Dancing Pavilion in Los Angeles will be pleasantly remembered by all present. It was estimated that more than 500 couples danced to the well rendered strains of the Pacific Electric Club Orchestra.

The huge crowd present is thought to have been due to the holding of the event in Los Angeles, instead of at Redondo Beach, the scene of former Annual Balls. The permitting of better train connections to the many points on the system brought employees from widespread districts and the evident enjoyment of the participants indicated that their journeys were well worthwhile.

A feature of the evening's program was several vocal solos by Miss May Barlow, charmingly rendered. A tasty punch was served in copious quantities and all details of arrangements were up to the usual high standard set by Club Manager Vickrey.

#### Mixed Dates

"Do you love me, darling?"  
"Of course I do, Herbert?"  
"Herbert! My name's Arthur!"  
"Why, so it is! I keep thinking that today is Monday."—Liverpool Echo.

## Passing of Famous Landmark



Razing of the familiar old landmark shown above was begun January 6th to make room for the temporary station to be used pending the construction of Terminal Subway Building.

THE coming few weeks will mark the passing of another Los Angeles landmark with the removal of what is generally known to "old-timers" as the Masonic Building at 431 South Hill Street. Its demise is made necessary to make room for yardage, tracks and surface station to take care of passenger facilities during the construction of the new great terminal, to be known as the Subway Terminal Building.

Many pleasant associations cluster around this old building and since its construction in 1896 it has witnessed many changes in its surroundings. It was originally built to house various lodges of the Masonic fraternity, was later utilized as the general offices of the Los Angeles Pacific Railway, (now a part of our interurban system) and since January, 1917, has been used as the home of the Pacific Electric Club.

In its primary activity it is probably best known both to a very large number of citizens of Los Angeles who sat in its halls as Master Masons, Royal Arch and Knight Templar Masons and there received the various degrees of the order, and to quite a few of our older employees (James Foster, Road-master of the Northern Division, for instance) who there began their Masonic experience.

During and about the period of its use as executive headquarters for the Los Angeles Pacific Railway, men now prominent in our own and other railways began their electric railway experience. Notable among them was D. W. Pontius, our Vice President and General Manager, who came to the Los Angeles Pacific Railway as Traffic Manager. T. J. Day, Freight Traffic Manager, who at that time was the L. A. P. agent at Redondo Beach, was appointed by Mr. Pontius as Rate

## LOCAL PAPER LAUDS SERVICE RENDERED BY CONDUCTORS

"While the New Year compliments are being passed around, the people of Los Angeles should not forget to pay a well-deserved tribute to the efficient service of our street-car conductors," said an editorial comment in the L. A. Times last month. "The public servants who have charge of the responsible and onerous task of handling this part of our transportation problem are, with few exceptions, alert, courteous and intelligent in carrying out their difficult duties.

"Those who have to rely on the street-car service for their daily comings and goings appreciate the heavy strain placed on the street-car companies and their employees by the unprecedented growth in this essential traffic. The hardest part of this daily grind, almost a bedlam during the rush hours, falls on the shoulders of the street-car conductors. It requires nerve, tact and judgment to meet the many emergencies that arise in the overcrowded cars where, among the tired and overwrought passengers, elements of conflict are always present. Our Los Angeles street-car conductors seldom fail to do the right thing in the right way as the occasion demands.

"Many small articles are left on the seats and floors of the cars, pocket books, furs, scarves and other what-nots. The large percentage of these, when they are picked up by the car conductors, are turned in at the office and are recovered, unless the loser adds to the original carelessness by neglecting to apply for them. In an age where unaffected honesty is held to be somewhat old-fashioned and 'finding's keeping' is a popular adage, the record made by the Los Angeles car conductors in this respect deserves recognition.

"Our streets are congested. Our street cars are crowded. Both the Los Angeles and the Pacific Electric Railway companies are moving as fast as is humanly possible to keep the service abreast of the public necessities. And their efforts are being ably seconded by a body of loyal and painstaking employees."

### To Scrape or Hook

Anyway, shaving the back of her neck isn't as hard as hooking up the back used to be.—Cincinnati Observer.

Clerk, advancing through the various stages to his present position. H. O. Marler, Asst. Passenger Traffic Manager, who began his railway career as office boy, was then Asst. Agent.

Among others we recall who saw service in these early days were: R. E. Kelly, now Representative, Exec. Department, Southern Pacific Company, was then Agent. W. V. Hill, present Manager of the California Electric Railway Association, served as Chief Clerk to the General Manager. Geo. L. Bugby, now deceased, was Auditor; Fred Weeks, R. L. Laucks and R. E. Labbe were Clerks and H. E. Rodenhouse was Station-master. There are many more in our present organization to whom the old building will always remain a very bright spot in memory.

# MAMMOTH NEW HOME OF ORANGE SHOW



Visitors to the National Orange Show this year will be agreeably surprised and pleased with the large permanent home of the Orange Show. The building is more than 700 feet in length and about 200 feet wide.

By F. E. PEACHEY,  
Asst. Superintendent, Northern Division

WITH the National Orange Show for the first time in its own home, all attendance records are expected to be broken at the fifteenth annual anniversary of the midwinter classic, to be held in San Bernardino, February 19 to March 1.

Not only a larger and finer, but the most complete and well balanced exposition ever held in California, is the object of the executives for the dedication show of the new home.

This year will see what is in effect six expositions in one. In former years the event has been held under canvas, although twice the size of a large circus tent, it has been outgrown and the permanent building will enable the presentation of a more finished exposition this season.

The building, which is seven hundred feet in length, will permit far more elaborate decorations than have been used in the past. Decorated in accordance with the Italian motif of gold, purple, crimson and jade, and lighted with skill, the interior of the exhibit hall will be a scene of regal splendor, a fitting setting for the millions of oranges, the choicest of California's golden crop.

First in importance of display will naturally be the citrus fruit exhibits as the central feature of the exposition. Practically every foot of the exposition is sold in the largest entry list of the fifteen years of the event. Entries builded of oranges in every imaginable design; bridges, clocks, railway trains, orange mills of ancient times, windmills, towers, pergolas and ships will compete for prizes.

Redlands, Ontario, Riverside, Long Beach, Pasadena, Santa Monica, San Diego, Fresno, Pomona, Orange County, San Gabriel County and the Mutual Distributors, and Elephant Orchards will all have entries built for the purpose of capturing a portion of the \$10,000 in prizes.

Choice fruits from all parts of the state will be banked around the sides of the great interior. Some will be displayed in racks and boxes and others wrapped in colorful paper, but all displayed in a multitude of designs to attract the eye of the beauty lover. This display will be made up of the choicest fruit produced by the finest groves of the state and will be in competition for the sweepstakes prizes.

In addition to the fruit department, there will be independent sections devoted to the display of citrus education work, citrus by-products, industrial articles and automobiles. The largest midway in the history of the show will be in the amusement zone and all will combine to make the Fifteenth National Orange Show the most attractive ever given.

The Pacific Electric takes pride in the part that it plays in the presentation of not only this great exposition, but those of the past. Our exhibits have been features of past shows and this year's display will be up to standard of former shows. Our great musical organization has given concerts before tens of thousands of persons at the show. The advertising department has given wonderful publicity and our information bureaus have co-operated. The great army of Pacific Electric employees has always aided by speaking a good word for the orange show, because the National Orange Show is an institution that has but one aim—to develop the glorious country in which we live. There is no more laudable aim and the Orange Show is achieving the success to which it is entitled.

Lady Visitor (to prisoner): I should think you'd go insane behind those bars!

Prisoner: Too late fer that now, lady. I should have done it before the trial.—Life.

## EXCESSIVE SPEED CITED FOR AUTOMOBILE DEATH TOLL

"The public simply would not tolerate a railroad accident record like that of the autos," concludes an article recently appearing in the Literary Digest. Too much speed is the writer's conclusion, as the cause of terrible toll of lives being taken by the automobile. The following is an excerpt:

"A speed of twenty miles per hour is the limit which the Chicago police department has been attempting to enforce on street traffic since last summer. For special locations and circumstances lower limits are imposed. The effort is inspired by no grudge against motorists as a class, nor by any mere desire to assert authority, but by the plain duty of reducing an automobile accident rate which, during the busy season, was causing more than two deaths and several times that number of serious injuries daily.

"An immediate and striking reduction of accidents followed the introduction of the drastic orders, giving ample proof of what could be accomplished, but unfortunately the good record of the first weeks was not maintained. Among the causes contributing to this backsliding was the attitude of certain judges, who maintain that speeds exceeding twenty miles per hour are not necessarily unreasonable, and who on this ground dismissed many of the speeding cases brought before them. Statements by these judges indicate that they consider something slightly under thirty miles per hour as reasonable for many parts of the city. The editor can express no opinion on the legal phase of the matter, but practically it seems that the police are dead right and the judges wrong.

"We rightly require of the railroads the expenditure of vast sums for protective signaling, the elimination of

grade-crossings, and other provisions for the avoidance of accident, but for protection from reckless motorists the public has only a set of laws difficult of enforcement. We grant that the twenty-mile rule in some instances will slow drivers below what they can do safely. So would a thirty-mile or a thirty-five-miles rule. Also one man may be a safer driver at thirty miles per hour than another is at twenty miles. But the problem is to cut down the accident rate, and it simply isn't possible to do this and give a minimum liberty of action to every motorist at the same time."

### THE SUCCESS OF DIRIGIBLES DUE TO NEW METAL FIND

Newspapers have devoted considerable space in the last few weeks to the exploits of the ZR-3, the great dirigible that successfully accomplished a trans-Atlantic flight. Tales of the tests and the flights of the big airship have been told and retold, but the story of the real miracle of the ZR-3, the Shenandoah and other dirigibles is new to most folks. That is the story of duralumin, the marvel metal of the twentieth century—the metal invented especially for airships.

It is a remarkable partnership, this between the airship and duralumin, writes Lieutenant-Commander Fitzhugh Green U. S. N., in Popular Science Monthly. It were not for the airship, duralumin probably would not have been formulated; if it were not for duralumin there would be no trans-Atlantic or cross-continent flights by dirigibles. The airship requires strength and lightness for its ribs and hull. Wood, while light, isn't strong enough. It won't stand the stress. Steel is strong enough, but too heavy. Duralumin is stronger than wood and much lighter than steel, in fact, about one-third the weight of the latter. So light and so strong is it that you can pick up with two fingers a girder of it that will support six men.

Duralumin is an alloy of copper, manganese and magnesium, with 94 per cent of aluminum. In "strength-weight" efficiency, that is, strength and lightness, it is 17 per cent greater than a good alloy steel and nearly three times better than mild steel or half hard aluminum. It was first made by Alfred Wilm in Germany in the development of Zeppelin airships, but is now being made in England and the United States.

### Christianity

Somebody has grouped this basic truth into a series of answers to the question, "What is Christianity?"

- "In the home, it is kindness;
- "In business, it is honesty;
- "In society, it is courtesy;
- "In work, it is fairness;
- "Toward the unfortunate, it is pity;
- "Toward the weak, it is help;
- "Toward the wicked, it is resistance;
- "Toward the strong, it is trust;
- "Toward the fortunate, it is congratulation;
- "And toward God, it is, reverence and love."

# 1924 Group Insurance Record

## Death Benefit Payment Made to Thirty-Two Bereaved Families and to Eleven Disabled

**W**ITH the Group Insurance plan of the Company having been in effect one year on January 1st a summary of its death and disability payments to stricken families of our fellow workers shows that it has proven a blessing in no less than forty-five cases. Death took from the ranks thirty-two members of our "family," practically all of whom were heads and chief wage earners of their respective households. Death benefits, totaling \$45,750, were paid to the beneficiary named by the deceased employee, or an average of \$1430 per death.

In addition to the death claims paid, a total of thirteen "disability claims" filed for employes by our Company were allowed by the insurance company. Through this provision of the Group Insurance policy employes who become permanently disabled or incapacitated through accident or serious illness, such as tuberculosis, heart trouble, paralysis, tumor, insanity, etc., are paid a monthly sum during the term of such illness or until the face of the policy shall have been paid in full. In two disability cases payments of \$86.25 monthly are being made; a payment of \$51.75 monthly is being made to eight others confined through serious illness and death resulted in the remaining three cases prior to disability payment being made, the face of the policy being paid in full to beneficiaries named.

Promptness in the payment of claims during the year was note-

worthy, payment being made in most cases within four days after death occurred, due both to the aggressiveness of our Auditing Department forces in expediting claim papers and the fact that payments are made from the branch office of the Metropolitan Insurance Company in San Francisco.

In addition to the Group Insurance plan of the Company, the Mortuary Fund of the Pacific Electric Club was also a great aid to the bereaved families of twenty-two employes who passed away last year. A total of \$22,090 was disbursed, or an average of approximately \$1000 each. Club Manager Vickrey in the payment of Mortuary Fund benefits makes every effort to immediately deliver check, funds being advanced by the Company previous to pay roll collection and in many cases payments are made within twenty-four hours after death occurs.

### Cost Low

There are now approximately 4,000 members of the Mortuary Fund and during the past year, based on twenty-two deaths, the average monthly payment for membership was only forty-six cents, a cost exceedingly low and only possible due to collection, overhead and administration expense being assumed by our Company.

That the Group Insurance plan is a most attractive one is evidenced by the fact that slightly more than 90% of eligible employes subscribe for the additional insurance provided under the plan, which costs at the rate of seventy cents per \$1000, the amount securable being dependent upon the wage received by employee. The Southern Pacific Company's policy, contracted by our parent company last year, now exceeds \$100,000,000 and the combined insurance of Pacific Electric employes totaled on January 1st \$9,285,250.

The Accounting Department advises that a re-check of earnings during the past six of employes who receive a variable wage is now being made and in such instances where it develops that the average wage during this period would permit of increased insurance being carried, the amount automatically will be increased and a rider policy issued increasing the face of original policy. Employees receiving a monthly wage up to \$150 are entitled to purchase \$1000 additional to the \$500 paid for by the Company after one year's service; those receiving a wage of from \$150 to \$200 monthly may purchase \$2000 and over \$200 a total of \$3000 may be purchased at the current rate of 70-cents per thousand dollars.

### Ford Action

- "Niggah, shoot yo' dollah and give us a little Ford action."
- "Black Boy, what do yo' all mean by Ford action?"
- "Shake, rattle and roll, niggah, shake, rattle and roll."

### Legal Ruling Affects Group Insurance

**I**T SHOULD be understood by employes that under the laws of California insurance is considered community property, premiums having been paid out of community funds (the earnings of the husband during marriage). In the event of death of the insured, should he be survived by a wife, and should other than his wife be named as beneficiary, his wife has a claim on the insurance, unless the insured procures from his wife a waiver of the wife's interest in the insurance.

To avoid delay in the settlement of such claims, employes affected by the above should take immediate action to have such a waiver completed.

The above also applies to a married woman survived by a husband.

A suitable form as to waiver is on file in the Auditor's Office and may be procured upon application.

# "Tired" Metals and Trolley Wire Breaks

New Theory Offered. Big Reduction Made in Control of Trolley Breaks on Pacific Electric System During 1924

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

FROM the very inception of electric railways trouble was experienced to some degree with the trolley wire breaking, and naturally as the causes of the breaks were investigated an explanation was sought to cover the various classes of breaks.

Breaks due to numerous causes such, as burndowns, pulldowns, worn wire, defective material, poor mechanical splices and other miscellaneous, but less frequent causes, were generally self-explanatory. But breaks would occur with full sized wire for no readily apparent reason, except that it was soon observed that this particular type of break occurred invariably at or adjacent to points of support.

By experimenting with various sizes of wire and different methods of construction, including designs for materials for supports, the number of this particular type of break was very materially reduced. Nevertheless an understanding of the exact cause was sought in order to have a more definite idea of the strength and life of the wire.

What was the explanation for this type of break which numerically amounted to more than all of the other classes of break together? A reason was very quickly advanced and the explanation given was that it was due to crystallization. But what was meant by crystallization?

An accepted and apparently logical theory, in view of the existing knowledge of metal, and probably borrowed from the iron and steel industry was, that the metal, in this case copper, crystallized under the repeated hammer blows of the trolley wheels passing under the points of wire support, causing it to become brittle and break.

This theory had been accepted for many years, but recent revelations of the metallurgist indicates that the explanation isn't quite so simple. The science of metallurgy now discloses that all metals used in industry are crystalline in structure, so that while formerly it was believed that failure was due to formation of crystals, it appears that just the opposite effect is the cause; that the phenomenon is one of a breaking up of crystals.

The cause of

## New Theory Advanced In Trolley Breaks

CRYSTALLIZATION was long the diagnosis of authorities in explaining the cause of trolley-breaks. In recent years, however, metallurgists have discarded this idea and accepted as the primary cause an opposite theory—the breaking up of crystals.

Authorities now attribute "crystallization" breaks to fatigue of metals and liken them to "that tired feeling" common to the human race. The problem is now generally conceded to be a metallurgical one.

There are many contributing factors in trolley breaks and indicative of our progress in curbing this bugaboo of the electric railway industry is the yearly decrease in the number occurring on our system.

During the year 1924 there were 280 trolley breaks from all causes over our system of 1130 single track miles—an average of approximately three-quarters of a break per day, or less than one-quarter of a break per single track mile per year.

the failure formerly ascribed to crystallization is now described as one of fatigue; in other words, we may say that the metals get tired under repeated stresses and quit.

All of us have utilized the process of bending a wire back and forth until it snapped and if observing might have noted that some wire had to be

bent longer than other. The breaking of the wire was the result of fatigue when the wire had reached its endurance limit.

While in this instance we are more particularly concerned with copper trolley wire, the subject of fatigue is one common to all metals.

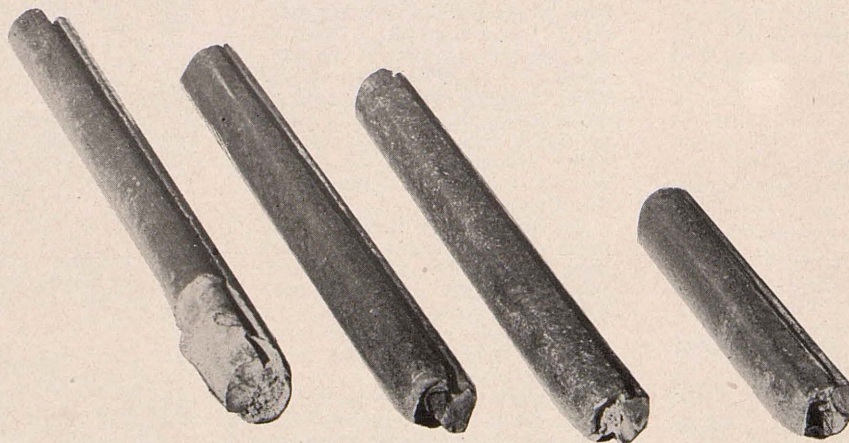
Fatigue, according to definition included in a very comprehensive report issued on the subject by the University of Illinois, is "the action which takes place in material showing failure after a large number of applications of stress. Failure due to fatigue are characterized by their suddenness and by the absence of general deformation in the piece that fails."

When the full import of the latter statement of the definition is understood, that the strength of metals gives away all of a sudden without any previous indication or warning, the importance of the subject and the necessity of determining somewhat definitely the limits of the endurance of metals will be realized. And by endurance does not necessarily mean the ability to withstand heavy loads and strains, for a metal structure or part which may have been designed to support a heavy stress under uniform pressure may fail under lighter loads frequently repeated.

The problem of fatigue of metals became acute with the development of the internal combustion or gas engine, the steam turbine, automobile and airplane and while the failure of metals, due to repeated stresses, especially of iron and steel. This has had the attention and has been the subject of study by scientists and metallurgists, for more than three quarters of a century. Up to the recent few years the tests made in conjunction with the investigations were inadequate and too

incomplete to furnish any definite conclusions. A few years ago the investigation of the subject was renewed under the joint auspices of several of the major scientific bodies in conjunction with corporations and the Engineering Experimental Station of the University of Illinois where the tests were conducted.

A joint report issued in 1921 furnished valuable information regard-



The breaks shown above are characteristic of those due to fatigue. The figure on left is a steel wire which has broken in weld. The remaining three exhibits are copper wire which have broken under the stress at points of support.



ing the endurance limits of iron and steel, and recently arrangements have been made for a similar investigation and comprehensive research into the endurance limits of copper, bronze, brass and other non-ferrous (non-iron) metals and alloys. The problem is a large one, and of far-reaching importance. Sufficient data is available regarding the ordinary physical properties and characteristics of metal, but further information must be obtained regarding that "tired feeling."

In the test referred to, the metals were placed in specially designed machines which subjected them to repeated stresses under regular repetition. An endurance limit of one hundred million repetitions was decided upon and the subsequent results determined that every specimen that survived that test could satisfactorily meet any industrial demands made upon it.

One factor that particularly reduces the resistance of metal to fatigue are notches or nicks, so that it is important that metal parts subject to vibration be kept free from injury.

### THE FIRST RAILROAD

The line between West Quincy, Mass., to tidewater at Neponset is generally accepted as the first American railway. It was planned 100 years ago, when the Bunker Hill Monument was under consideration, and it was opened October 7, 1826. Its ties were of granite, its rails were of pine and oak covered with flat bars of iron, and the cars were drawn by horses. It was three miles long. Over it was transported the granite used in the building of the Bunker Hill Monument.

The beginning of the steam railway is usually dated from the opening of the Stockton and Darlington Railroad to traffic in 1825. It was at least four years later before the locomotive appeared in America, the first arrival being the Stroubridge Lion, built in England and tried out on an iron track from Carbondale to Honesdale, Pa. It was not a complete success.

In 1830 the development of railroad transportation actually began. In that year the first regular train service was inaugurated and the locomotive was successfully operated. The Baltimore and Ohio had been incorporated, a South Carolina railroad had been chartered as "a steam railroad to be operated by locomotives for public service," and the West Point foundry was making as good locomotives as the English foundries.

### Heard at Dance

He. "Gee, but you're a wonderful dancer."

She. "I wish I could say the same about you."

He. "If you could lie as well as I can you could."

### Sherlock Holmes in Love

"And when I kissed her I smelled tobacco."

"You object to a woman who smokes?"

"No, but she doesn't smoke."—  
Sydney Bulletin.

# Accident Record is Established

## Trainmen and Supervisory Forces Make Fine Showing Despite Increased Hazards

**O**UTSTANDING among other accomplishments of Pacific Electric forces during 1924 was a reduction of train service accidents of 13.88% over the preceding year, revealed by statistics compiled by the Transportation Department.

This good showing, largely due to careful operation by Trainmen, was made despite the fact that last year cars, trains and motorcoaches of the Company traveled in excess of 3,500,000 more miles than during 1923. Also it is noteworthy that, notwithstanding an increase of 96,000 automobiles in Los Angeles county during the last year, (according to the Automobile Club), this material reduction in accidents resulted.

The reductions made were not limited to any one class of accidents, in fact in each of the six accident classification a decrease was effected, ranging from 7.57% to 46.95%. On each of our three divisions the percentage of decrease was practically the same.

Mr. Pontius, in a newspaper article, named several contributing factors in accounting for so large a reduction in the number of accidents, prominent among which was the widespread publicity given the subject through the press. "During the past year," said Mr. Pontius, "newspapers in this sec-

tion have devoted much space to fatalities and accidents and careless motorists are beginning to awaken to existing hazards. The activity of our police departments and severity of court sentences has been effective in curbing speed and recklessness. The work of the Automobile Club, Traffic Commission and Safety Council likewise has been very beneficial."

The strict observance of rules by Pacific Electric trainmen was cited by Mr. Pontius as an outstanding contributing element in reduction of accidents. "In order to determine that rules are being observed," said Mr. Pontius, "trainmen are subjected to 'surprise tests' of various kinds and during 1924 of 40,000 such tests made we found that rules were respected in practically 99.5% of tests made."

Mr. Pontius stated that a total of 90 wigwag crossing signals were installed last year and that a large number would be added during 1925. A \$100,000 installation of block signals on the San Pedro line was also made by the Company last year.

The following is a complete comparative statement of accident occurring during 1923 and 1924, analysis of which reflects credit both to Trainmen and to the entire Transportation Department:

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1924	1923	1924	1923	1924	1923	1924	1923
Collisions with vehicles.....	1529	1873	1410	1864	2674	2915	496	158
Collisions and Interferences with cars.....	54	83	75	193	98	165	8	2
Person struck by cars.....	68	72	59	117	75	93	3	0
Derailments .....	142	108	261	376	150	156	..	..
On and Off Moving cars.....	146	243	190	290	224	307	13	5
Miscellaneous .....	303	344	453	513	509	580	90	29
<b>Total .....</b>	<b>2242</b>	<b>2723</b>	<b>2448</b>	<b>3353</b>	<b>3730</b>	<b>4216</b>	<b>610</b>	<b>194</b>
					<b>1924</b>	<b>1923</b>		
Northern Division.....					2242	2723		
Southern Division.....					2448	3353		
Western Division.....					3730	4216		
Motor Coaches.....					610	194		
<b>Total .....</b>					<b>9030</b>	<b>10486</b>		
					<b>1924</b>	<b>1923</b>	<b>Dec.</b>	<b>%</b>
Collisions with vehicles.....					6109	6810	701	10.29
Collisions and Interferences with cars.....					235	442	208	46.95
Persons struck by cars.....					205	282	77	27.30
Derailments .....					552	640	87	13.59
On and Off Moving Cars.....					573	845	272	32.19
Miscellaneous .....					1355	1466	111	7.57
<b>Total .....</b>					<b>9030</b>	<b>10486</b>	<b>1456</b>	<b>13.88</b>
					<b>1924</b>	<b>1923</b>		
Total Mileage.....					43,963,487	40,481,161		
Accidents .....					9,030	10,486		
Average miles per accident.....					4,869	3,870		

# THE PACIFIC ELECTRIC



MAGAZINE



Published Monthly by the Bureau of News (Executive Department) in the interest of Employees of the Pacific Electric Railway.

E. C. THOMAS...Gen'l. Agt. Executive Dept.  
PAUL T. PORTER.....Editor

Vol. 9; No. 9 Feb. 10, 1925

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Willis M. Brooks..... Mechanical Dept.  
L. H. Appel ..... Electrical Dept.  
Dorothy E. Wysor ... Travelers Aid Society  
F. E. Peachey ..... Transportation Dept.  
B. F. Hopkins ..... Store Dept.  
F. J. Oriva ..... Southern Div.  
E. C. Brown ..... Western Div.  
Geo. Perry ..... Accounting Dept.  
J. M. Geopfert ..... Engineering Dept.

Contributions of Items of Interest by all employees solicited. Address all communication to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

LET'S make every week a "Courtesy Week."

ON the first day of last month, one year had elapsed since the inauguration of the Group Insurance Plan and it is now timely to review the benefits that have accrued to families of deceased employees in our ranks.

In the thirty-two homes saddened by the hand of the "grim reaper" a reason for gratitude was provided through the payment of Group Insurance to the amount of \$45,750. Thirteen disabled employees are receiving monthly sums of either \$86.25 or \$51.75 through the disability clause of the policy. In addition to the foregoing, the families of twenty-two deceased employees received Mortuary Fund benefits, totaling \$22,090.

It may not have occurred to all of us how cheaply we receive the liberal protection afforded by the Group Insurance plan and the Mortuary Fund benefit. Let us figure the cost for the average employee, assuming that the additional insurance carried is \$1,000 Group Insurance carried.....\$1,000 Insurance gift of Company..... 500 Mortuary Fund benefit..... 1,000

Total .....\$2,500

Monthly cost of \$1,000. Group Insurance .....\$ .70

Monthly cost of Mortuary Fund benefit, based on average for last year..... .46

Total cost per month.....\$ 1.16

Total cost per year.....\$13.92

Cost per \$1,000., for one year.. 5.57

The low cost to employee shown above is largely due to the fact that the Company's share of premiums (free insurance and portion paid on additional insurance taken out by employees) amounts to approximately the same as that paid by an employee for

## Cover Picture

WITH our landscape beautified by the golden orange and the annual Orange Show holding its fifteenth yearly exploitation of our sunkissed fruit and industrial resources, it seemed fitting that the subject of this month's cover picture should be illustrative of Southern California's leading agricultural product.

The prim young lady who graces and blends so charmingly into the picture is Miss Hazel Hammell, a popular and rapid-fire member of the Comptometer Bureau, where she has been employed for the past four years.

insurance. In other words, the Company is matching every dollar paid by an employee for insurance with one of its own for his protection. In addition, all overhead and administration costs for Mortuary Fund benefits are assumed by the management.

Verily we can and should be grateful and any of us who fail to protect our loved ones against the inevitable, especially in view of the trivial cost, are overlooking both an opportunity and sacred duty.

FORTUNATELY, a comparatively few of us become seriously ill, hence insight into the real and important functioning of the Medical Department is necessarily limited. Having been for some twenty-five days the recent "house guest" of the department at its home, the Pacific Hospital, the writer feels well qualified, likewise obligated, to pass a few words of well-earned praise to our medical staff.

My own experience was such that I gladly pay homage for the skillful, painstaking and considerate treatment received at the hands of the entire medical staff and in conversation with many convalescing patients, without a single exception, all expressed praise for the proficiency of treatment received.

In Doctor Weber and staff, employees of the Pacific Electric have at their disposal an array of medical talent unexcelled by any public utility hospital staff in this section and we'll venture to remark that there are hundreds of employees in the ranks, who, having experienced major treatment at their hands, stand ready to bear us out in the assertion.

In looking back over my sojourn in the hospital the financial aspect came to my mind, whereupon a little figuring divulged the following important information:

The average hospital case may reasonably be expected to cost not less than \$300 and the average deduction made for medical and hospital service is 75c per month, or \$9.00 per year.

On this basis, and disregarding the value of care in minor illnesses entirely, it would require the payment of 75c for more than thirty-three years to pay the cost of one average hospital confinement.

When thought of in the same manner as we do insurance, and they can be relatively compared, all of us have cause to be grateful for the facilities provided for the unexpected at such a moderate cost. Moreover, we have the knowledge and assurance that in the operation of our Medical Department we have men and women of the highest medical attainment.

## QUAINT BELIEFS OF CHINESE

Some interesting traditional customs and beliefs of the Chinese were revealed in a local paper recently on the eve of the annual two-week New Year celebration just closed.

From it we learn that Tsewje, the nemesis of the evil spirit, is a huge silken lion image, with ill-boding whiskers, rolling eyes, a spangled body of silk and a tinkling tail. Its duties are to dance in front of all Chinese homes, where upon a doorway a coin and a tangerine are suspended.

The sweet smelling Chinese water lilly to the Oriental is known as Suey Sen Far. Presented to friends during the New Year it is the messenger of happiness and good will during the coming year. Should Suey Sen Far grow into a sturdy and beauteous plant it is the guarantor of rich blessings.

Previous to the opening day of the New Year's celebration all faithful Chinese must pay up his obligations, financial and otherwise. If not liquidated in full bad spirits will make it hot for the delinquent one throughout the new year.

## MORE OF THE UNSEEN

"We do not need more material development, we need more spiritual development. We do not need more intellectual power, we need more character. We do not need more government, we need more culture. We do not need more law, we need more religion. We do not need more of the things that are seen, we need more of the things that are unseen."—President Calvin Coolidge.

### Effective Motto

Police Judge—"With what instrument or article did your wife inflict these wounds on your face and head?"

Michael Mooney—"Wid a motter, yer honor."

Police Judge—"A what?"

Michael Mooney—"A motter—wan o' these frames wid 'God Bliss Our Home' in it."—Cleveland Leadre.

### Breakers Ahead

Mother—We must get a nurse for the baby!

Father—A nurse? What we want is a night watchman.

"People who think too much of themselves do not think enough."—Columbia Record.

**NEW CARS BOUGHT DURING 1924 REACH HIGH MARK**

Indicating that electric railroads of the United States as a whole were prosperous and looking to the future with confidence, the following brief survey of their activities during the past year, is recorded by the Electric Railway Journal.

"The number of new cars ordered during 1924 continued at the high level reached in 1923. This is very encouraging, as the total volume of electric railway business follows closely the amount of rolling stock purchases and indicates a promising future with more passengers, better service and increased earnings. The 4,000 mark in number of cars ordered, considered as a high average, has again been exceeded this year with a total of 4,092 new cars and electric locomotives. Compared with other years this is the highest since 1913. The years of 1917, 1918 and 1919 were lean ones with the average number of new cars running about 2,400. The low point for rolling stock purchases was in 1911 with but 1,276 cars and electric locomotives. The number purchased in 1922 was 3,538 and in 1923 there were 4,029.

"Although the statistics for 1924 show that large cars are being purchased most, light weight has been a particular feature of new car design. Previous to 1924 weight reduction for city cars was stressed most, but last year's statistics show that this evolution is strongly penetrating the interurban field.

"Eight outstanding facts are shown by the 1924 statistics of electric cars ordered. First, the total number of new cars and electric locomotives is the highest of any year since 1913. Second, the number of passenger cars purchased for city service decreased 32 percent from the 1923 figures. Third, the number of passenger cars purchased for interurban service increased 26 per cent over 1923 and the number is the largest for any year since 1923. Fourth, the number of electric locomotives brought in 1924 is but one-third as many as in 1923. Fifth, cars built for operation by one man or two men constitute over 62 per cent of the total moter-passenger cars ordered for city service. Sixth, multiple bodied articulated cars are receiving particular consideration. Seventh, light-weight car construction has been given increased attention. Eighth, four-motor equipments are used for the majority of double truck cars.

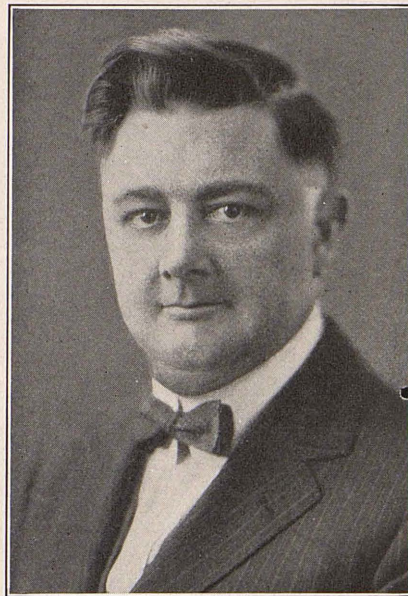
"That a greater mileage of new electric railway track was built in 1924 than in any other year since 1917 is particularly significant because this occurred during a period when the number of buses operated by railway companies was more than doubled. Thus it seems that the industry is expanding.

Uncle Hergey: "Don't chide me for carrying a revolver. This little gun saved my life once."

Sad Dora: "How exciting. Tell me about it."

Uncle Hergey: "I was starving and I pawned it."

**Honored by Great Service Club**



O. A. Smith

**A**NOTHER officer of this Company was honored last month with the election of O. A. Smith, Passenger Traffic Manager, to the Presidency of the Optimist Club.

An international and rapidly growing organization, the Optimist Club is composed of the most influential men of this city and its worthy creed and activities are loyally and enthusiastically supported. Its local membership exceeds that of any service club in this district.

Mr. Smith had previously served the organization as Vice President and on the Board of Governors and the distinction shown him is in recognition of his ability as a leader, and his initiative in welfare work carried out with notable success.

Our congratulations.

**BOOKS DONATED TO LIBRARY**

We are pleased to record an unusually large donation of books to the Club's library last month, among which were many excellent works by reputable authors and authorities. Manager Vickrey in behalf of the P. E. Club wishes to acknowledge and thank the several donors for their kindness.

The following is the list of the books donated and the names of the thoughtful ones:

- By P. McDowell, Mechanical Department at Sherman:
  - Soldiers of Fortune..... Richard Harding Davis.
  - The Lion and the Unicorn..... Richard Harding Davis.
  - Tour of The World in 80 Days..... Jules Verne.
  - Harold, The Last of the Saxon Kings, Vol. 1 & 2. Edward Bulward Lytton.
  - Pink and White Tyranny..... Mrs. Harriet B. Stowe.
  - Life of Cromwell..... Henry William Herbert.
  - A Desperate Woman..... Mrs. M. E. Holmes.
  - Paradise Lost..... John Milton.
- Bancroft's Library of The World's Masterpieces, Val. 1, 2, 3, 4, & 5, Bancroft.

Books donated by Florence Kraft, daughter of Henry Kraft, Motorman Northern Division, were:

- When Pattie Went To College..... Webster.
- Girls of The True Blue..... Meade.
- The Tortoise..... Borden.
- The Winner..... Tomlinson.

The following books were given by Francis E. Gillice, Jr., son of F. E. Gillice, Sr., Electrical Department:
 

- Mark Mason's Victory.. Horatio Alger
- Charlie Codman's Cruise..... Horatio Alger

The Young Musician... Horatio Alger  
 George Smale, son of J. L. Smale of the Treasury Department, donated Phil Bradley's Snow-Shoe Trail by Silas K. Boone.

Vincent Ellsworth, son of E. B. Ellsworth, Motorman on the Western Division, donated Rhymes and Jingles by Mary M. Dodge.

**COMPARISON OF ACCIDENTS DURING DECEMBER, 1923 AND 1924**

	Northern Division 1924-1923		Southern Division 1924-1923		Western Division 1924-1923		Motor Coaches 1924-1923	
Interference with vehicles .....	159	191	151	169	232	306	59	52
Collisions and Interferences with cars .....	5	4	3	7	9	18	1	2
Persons struck by cars .....	5	1	3	3	3	6		
Derailements .....	17	7	33	20	15	10		
On and off moving cars.....	10	13	9	20	7	24	1	
Miscellaneous .....	24	35	43	56	43	64	11	14
<b>Total .....</b>	<b>220</b>	<b>251</b>	<b>242</b>	<b>275</b>	<b>309</b>	<b>428</b>	<b>72</b>	<b>68</b>
	D-31		D-33		D-119		1-4	
			1924	1923				
Interference with vehicles .....			601	718	16.29%	Decrease		
Collisions and interferences with cars .....			18	31	41.93%	Decrease		
Persons struck by cars .....			11	10	10.0%	Increase		
Derailements .....			65	37	75.67%	Increase		
On and off moving cars .....			27	57	52.63%	Decrease		
Miscellaneous .....			121	169	28.40%	Decrease		
<b>Total .....</b>			<b>843</b>	<b>1022</b>	<b>17.51%</b>	<b>Decrease</b>		

# AN UNDERGROUND TOUR WITH THE CONTRACTOR

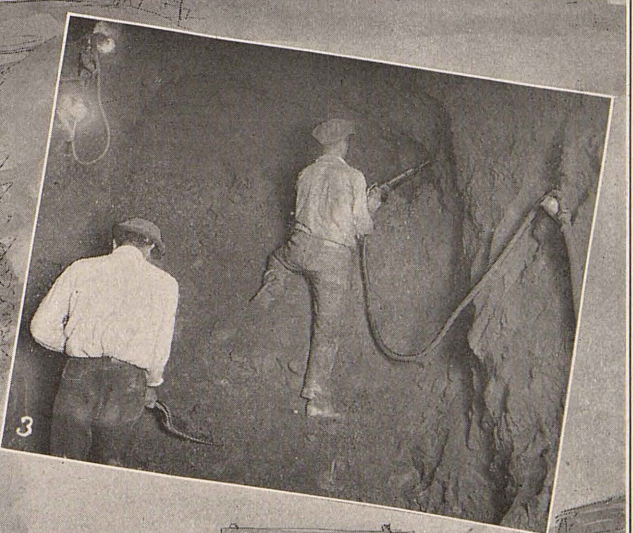
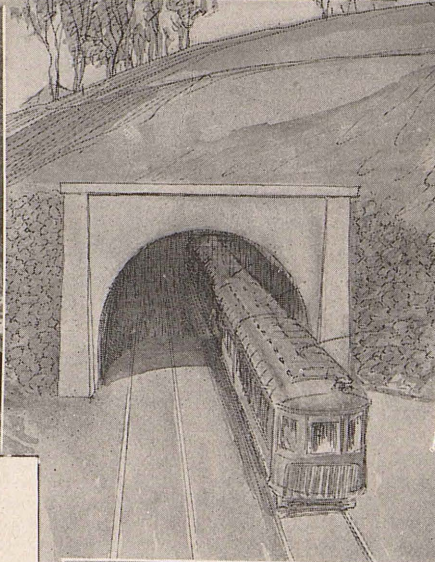


## Story of the

The following is an explanation of the in the boring of our mile-long tube be

1. Removing the sub-bench, of core, t of excavation. The use of air-drills, aug
2. After concrete lining is complete t allowed to remain until concrete is seaso moved ahead. In foreground is detach forward.
3. Excavating advance drifts, using down powder shattered ground before d of ground permits working about ten fe in advance drifts.
4. Square sets shown are arch supp of concrete to hold ground temporarily; previous to placing concrete, ground bein and the use of pipe braces filled with c
5. Concrete is mixed and placed by con manipulating valves which control conc feet away.
6. Gravel, sand and cement flow fron of mixture, requiring but three men to and air capacity used about 110 cu. yds. o
7. Six-ton gas motor which supplies p side dump cars with muck to dump pit.
8. After core is removed the advance are recovered and moved ahead. All te are also recovered as lining advances an

# REPORT ON OUR GREAT SUBWAY TUNNEL PROJECT



## the Pictures

on of the accompanying progress pictures  
 tube being driven by Twohy Brothers:  
 of core, the last operation in the system  
 drills, augurs and spades speeds the work.  
 complete the supporting arch centers are  
 is seasoned; then they are removed and  
 is detached segment ready for moving

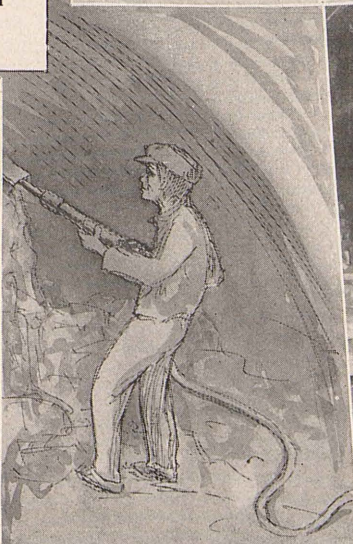
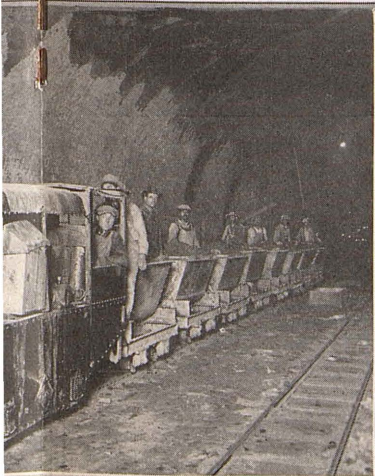
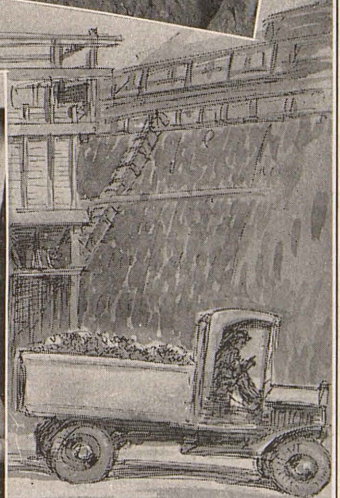
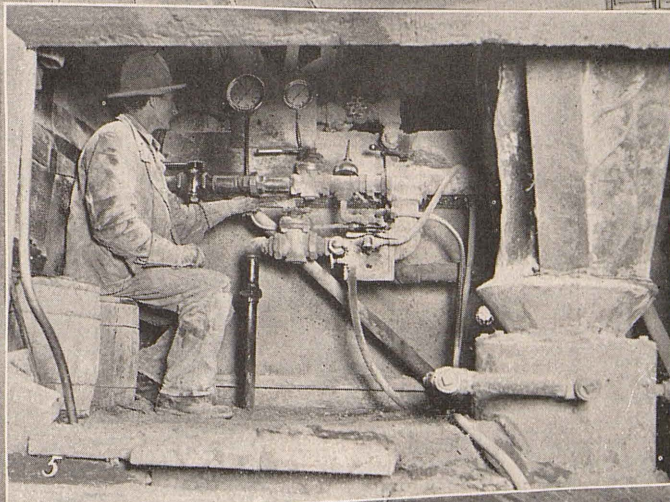
, using pneumatic spades for trimming  
 before drilling for next shot. Character  
 out ten feet ahead of supporting timbers

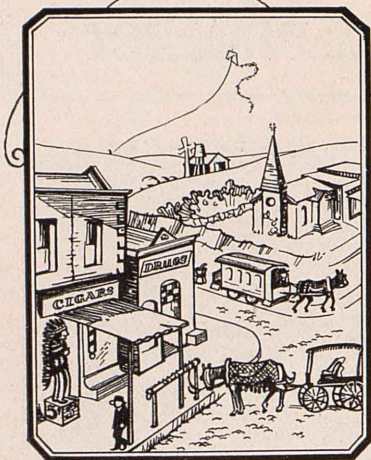
rch support timbers placed in advance  
 orarily; these timbers are removed just  
 ound being supported by concrete centers  
 ed with concrete.

ed by compressed air, the operator shown  
 atrol concrete flow a thousand or more

flow from bunkers by gravity to point  
 men to feed cement gun. With system  
 cu. yds. of concrete are placed in 20 hours.  
 supplies power to haul 8 thirty cubic foot  
 lump pit.

advance drift timbers and wall lagging  
 l. All temporary timbers for excavation  
 vances and used repeatedly.





# YESTERDAY in the Light of TODAY School Days



By CHARLES K. BOWEN

*"School days, school days,  
Dear old golden rule days,  
Readin' and ritin' and 'rithmetic,  
Taught to the tune of a hickory  
stick."*

EVERY cantatrice in every tent-twenty-third music hall on Main Street was warbling that ditty a few years back. And without exception, the singer made her shrinking appearance before the footlights clad in a simple frock of checked gingham reaching just to her knees and with half hose and patent leather strap sandals. Also in one hand she would be swinging a slate bound with red felt, and in the other a sunbonnet to match her frock.

The evident purport of the song, the singer and the scenery was to make us forget the fretful present and to hark backward to the school days of our youth, when ".....she was my queen in calico," and judging by the thunderous applause that greeted each separate appearance of each separate queen in calico, the act was a howling success.

It is with a feeling of shame that I confess I seemed to be an exception among the general throng that gave such vociferous and tearful appreciation to the singer's effort. Somehow I could never quite visualize the skinny legged little barefoot sweetheart of my schooldays in the rouged and patent leather shod damsel of the footlights; the delusion being all the more difficult of accomplishment because of the all-too-evident fact that the singer was nearer fifty than fifteen and weighed something in excess of one hundred and seventy-five on the hoof.

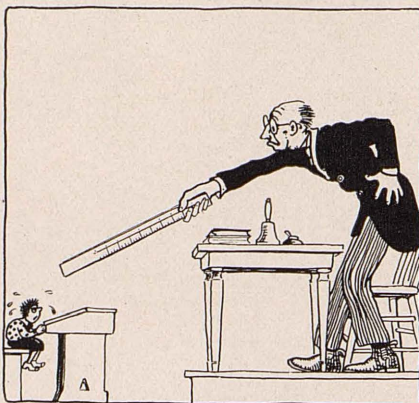
Turning now to the song itself and analyzing only the verse that I have quoted above, I cannot truthfully say that it conveys a wholly correct mental picture of the first public institution of learning which was so fortunate as to number this writer among those who first learned within its cloistered walls that "Tootums one is too, tootums too is fo."

## Painful Memories

For one thing, I do not remember that the rule which was much in favor with Prof. Franklin was in any sense a golden one. I remember it

distinctly and—even after a lapse of two generations—painfully. It was a large flat rule, some three feet long by two inches wide, and its uses were many and varied.

Rarely, indeed, was it ever out of Prof. Franklin's right hand; which I now take as conclusive evidence that the Prof. was a prudent educator who practiced the doctrine of preparedness, he being a small man of slight stature and numbering among his students several overgrown hulking fellows who labored under the settled conviction that the bantam-like little teacher was "picking" on them, and who needed to



see but the first sign of weakening on his part as reason for falling on him and picking his bones clean.

My first introduction to that rule was when, in response to teacher's inquiry as how to spell the name of a four lettered predatory bird whose favorite dish was the barnyard chicken, I had—with a conviction based entirely on somewhat faulty phonetics—confidently answered "h-a-r-k." With visibly rising color, and ill-concealed choler, he gave me two additional tries at it, but I could see no reason to recede from my original position and continued to insist that what he alluded to was a "hark."

Whereupon he asked me, as a personal favor, to extend my hand palm upward, and he would try to convince me that he, with the active concurrence of Noah Webster, thought h-a-w-k more nearly correct. I did and he did: I repeat it, he did. With a

smart rap of that ruler on my bare palm I learned that a hawk was a h-a-w-k—never a "hark"—and from that day I have entertained a feeling of dislike for this bird out of all proportion to that which I should feel for him solely because of his liking for chicken meat.

That same ruler had other peculiar and potent powers besides its uncanny ability to impart learning when applied to various parts of the human anatomy generally conceded to have but remote connection with the human brain. For instance, when the Prof. requested the pleasure of your presence on the rostrum to serve either as an object lesson or as a horrible example, he had a habit of boring you thru and thru with his gimlet-like red eyes and pointing at you with that darned ruler till you felt yourself growing smaller and smaller. Actually, I can recall even now how, when he had reduced me to the proper relative size in the general scheme of things, I have peered over the edge of my chair at the floor, many feet below me, and wondered if I should attempt to clamber down, a rung at a time, or hang by my fingertips and drop—risking a broken ankle.

## Lil' Red School House

There were no grades in that little old red school house; at least it was little and old and it would probably have been red had it ever been given a coat of paint—which it hadn't. In place of grades, classes were known by the Reader they were studying. First there was "A-B-C" grade; then the First Reader, Second ditto, and so on till one arrove at the Fifth Reader, beyond which there weren't any. One graduated out of school when one reached the last page of that advanced volume of learning.

And Professor Franklin used a system all his own for teaching one the English language as she is; at least I never heard of his method having been adopted by any other pedagogue before or since. It was simple and thorough. When one entered the Third Reader class, one started to study the dictionary. One learned from it how to spell a word and how to define it. I'll confess that, to a child of nine, it was a trifle bewildering to jump from a-b ab to a-b-s-q-u-a-t-u-l-a-t-e; neither could I under-

stand why one "a" should be long and another "a" short; so far as I could see they were as much alike as two peas in a pod—more so, in fact. And **why** should one "g" be harder than another "g?" I quit trying to solve these mysteries after a bit and pretended to accept 'em as matters of fact, tho usually with certain mental reservations that left my conscience clear.

Arriving at the Fifth Reader stage, I was initiated into the complexities of grammar and I learned that the subjects I'd previously considered difficult were, by comparison, easy. As I recall it, the very first lesson contained the following bad news:

"First person—I

Second person—Thou

Third person—He, she or it as the case may be."

And never, mind you, the slightest hint or inkling as to when, why or how the **case** was to be, nor how to recognize it when it had been.

From that easy and auspicious beginning one progressed ever onward and upward—through "Nominative I, possessive My, objective Me" to verbs and such; and the definition of a "verb" was particularly clear and lucid, it being something that "expressed action, being or a state of being." Being **what?** The book didn't say, and I, being wise by this time, knew better than to make my inquiry which would tend to expose my ignorance.

The verb "go" was, for a two-letter word, a mean one to conjugate, or parse, or whatever it was one did to a verb. In its simplest form it seemed easy and inoffensive.

"Present tense—go

Past tense—went

Past participle—gone"

#### System

Followed to its various ramifications, tho, it proved a stumbling block to most of us. We were pretty sure of "I go—He went—They have gone," but most of us were sunk without a trace when "should have" was rung in on us and to each was left the decision as to whether "went" or "gone" was the correct word to select next.

Much grief was mine in connection with this same verb till I hit upon the idea of using the law of averages. If I'd decided upon "I should have gone" for my first offering I would follow it up with "He should have went" as my next best bet, and by following this simple plan I managed to break about even for a grade ranging from forty to fifty per cent.

The period about which I have been writing is, say, some twenty years after the close of the Civil War and, as I shall subsequently point out, one would expect to find its influence reflected in the school histories then in use. But who would expect to find any sectional bitterness in a book on Arithmetic? It **was** there, just the same, and I'll give you just one guess as to which side of the M and D line I received **my** early schooling on when you've read what follows.

After I'd learned through much bitterness of spirit, that if 2 plus 2 plus 4 didn't always total eight the fault was entirely my own, I progressed to more

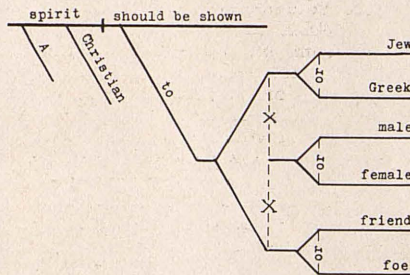
intricate problems among which I can recall the following:

"If a poor widow had three blankets hanging on a clothesline and a Yankee stole two, how many would be left?"

"If General Lee and his army chased General Grant and his army twenty miles the first day and thirty miles the second day and forty miles the third day, how many miles did he chase them in the three days?"

Even at that tender age I can recall wondering why that Yankee (being a Yankee) hadn't swiped all three blankets, and how could a man—not to mention a whole army—who'd been running steadily for three days, run twice as far on the third day as he had on the first. But I was of the younger generation who believed that "damyankee" was one word and for the most part accepted on faith whatever appeared in my text books as gospel truth.

Before leaving the subject of grammar for good—and believe me, I devoutly felt it was for my own **good** when I left it behind me upon quitting the Fifth Reader class—I would be derelict in my duty to Mr. Lindley Murray—now deceased—were I not to pay due respects to certain methods of teaching correct forms of our mother language as set forth in his helpful little volume. Reference is here had, specifically, to the cunning manner which he adopted for impressing upon our impressionable minds the relative value of the various component parts of speech by means of the graphic diagram; the following example will, I know, be remembered by many fellow-sufferers of my own age:



Makes a modern cross-word puzzle appear easy, doesn't it? It was Mr. Murray's idea of how to scramble the sentence "A Christian spirit should be shown to Jew or Creek, male or female, friend or foe," in such a manner that the harassed youth of '85 would, in the unscrambling of it, have impressed upon his mind—if any—which was the subject of the sentence, which the predicate and which words, or group of words, modified each.

#### "The House Jack Built"

I became such a shark at "diagraming" after a bit that I once used up an entire blackboard, all of the wall under the same and a part of the floor in an ambitious attempt to diagram the concluding stanza of the "House that Jack built." It goes something like this:

"This is the farmer sowing his corn,  
That kept the cock that crowed in the morn,  
That waked the priest all shaven and shorn,

That married the man all tattered and torn,  
That kissed the maiden all forlorn,  
That milked the cow with the crumpled horn,  
That tossed the dog,  
That worried the cat,  
That killed the rat,  
That ate the malt,  
That lay in the house that Jack built."

As can well be imagined, this successful accomplishment placed me in the very front rank of diagrammers and even to this day I regard it as one of the real outstanding triumphs of my checkered career.

As hinted at above, it was to be expected that the influence of the Civil War would be noted in the school histories in use some twenty years after the close of that great conflict. I fancy this was equally true of the histories then used as text books, regardless of whether the little old red school house was located on the shady side or the sunny side of the M and D line.

#### Early Text Books

The one which was used to give me a true and impartial record of events from the discovery of America by Columbus in 1492 to the year 1885, was written, I believe, by a perfectly fair and disinterested historian named Lee. It consisted, I should say, of some four hundred pages of which the first fifteen were used up in an introduction which set forth clearly and convincingly (to all save a damyankee—who didn't count, anyway) proofs of the writer's claims to being an historian pure and undefiled; one who sought but to perpetuate cold and judicial facts about which there could be no dispute, and written in a way that would help to erase the memory of the late terrific struggle for liberty of an oppressed and down-trodden people against an arrogant and treacherous foe; a foe who'd shown himself lacking in all those elements that characterize the true gentleman in his dealings with another; a foe who'd shown himself to be a nigger lover in fact, by gad.

Well, anyway, the introduction continued in the same conciliatory strain for the full fifteen pages, and the following ten pages were devoted to a full and complete account of all the more or less commonplace events that followed the landing of Columbus, through the three hundred sixty-nine years up to the opening of the Great War for Freedom in eighteen sixty-one.

With rare self-repression the historian then took up that great event and condensed his comments to a rather sketchy outline that ran through the next three hundred sixty-five pages—leaving him a full ten pages for a wind-up which brought him down to the then present, seven of which ten were devoted to paying his respects to the period of reconstruction, which, with commendable Christian fortitude, he refrained from calling re-destruction.

About the only lasting impression left in **my** mind by a perusal of those three hundred sixty-five pages was **why** did the South ever surrender to

(Continued on page 19)

# Skillful Sportsmen Awarded

## Rod and Gun Club Distributes \$500 in Prizes to Best and Most Consistent Scorers

BY J. M. GEOPFERT  
P. E. Rod & Gun Club

THE P. E. Rod & Gun Club members, their friends and families gathered at the P. E. Club Jan. 14th for their much wished for yearly meeting. Promptly at 8:15 p.m. President B. F. Manley called the meeting to order, and after counting noses it revealed to us that we were about 175 strong; the Auditorium was crowded to its capacity.

In a short talk President Manley extended to all, the Rod and Gun Club's standard, good fellowship, outling the purposes of the Club, viz. conservation of all game and the enforcement of all game laws.

Financial Secretary Gropfert gave his membership report from which figures it was evident that the P. E. Rod & Gun Club is yet and always will be the largest club of its kind in the United States, to-wit:

475 paid-up members, 15 honorary members, 6 associate members, or a total membership of 496. During the year the club took into its fold 126 new members, 6 associates and 2 honorary members, notwithstanding our extraordinary growth our slogan is still "Watch us grow."

Samuel A. Bishop was selected master of ceremonies, and to our Sam fell the honor of making the distribution of some \$500.00 worth of prizes. These are divided into 3 classes each year, trap shooting, deer heads and fishing. Trap shooting prizes are awarded to contestants as per their percentage for the season; deer head prizes as per horn points; fishing prizes by weight, except trout, which is determined by length. The lucky contestants are as follows:

### Trap Shooting Section

- 1st—K. L. Oefinger, Model 1912 Winchester Shotgun.
- 2nd—H. L. Wiggam, Model 1897 Winchester Shotgun.
- 3rd—L. R. Spafford, Lefever Shotgun.
- 4th—B. F. Manley, Gold Watch Engraved.
- 5th—F. L. Manley, 38-Cal. Army Special Revolver.
- 6th—C. H. Jones, 30-Cal. Luger Automatic Pistol.
- 7th—J. L. Cowley, 22-Cal. Marlin Model 38 Rifle.
- 8th—K. Thompson, 1 Case Trap Loads (20 boxes).
- 9th—L. V. Thompson, 38-Cal. Colt Automatic Pistol.
- 10th—W. J. Hodge, 1 Motor Lunch Kit.
- 11th—A. B. McLeod, 1 Basford Camp Stove.
- 12th—J. M. Geopfert, 1 Motor Lunch Kit.
- 13th—P. J. Finley, 1 French Leather Gun Case.

### As a Fisherman, He's A Good Claim Agent

HERE'S one on our good friend S. A. B'shop, General Claim Agent:

On account of his ready wit and ability as a Cha'rman, Samuel is much in demand at public functions held at the P. E. Club and elsewhere. He seldom fails to provide a good laugh.

Last month, however, while presiding as Chairman in the awarding of prizes to Rod & Gun Club sportsmen, he unconsciously provided a laugh for his audience that he had not intended.

Samuel had done beautifully in presenting prizes to the first two winners, his mastery, oratory and dignity being impressive. But with the awarding of a fishing line the slip came. "It is my pleasure," said dignified Sam, "to present to you in reward for your skillful efforts 300 feet of INCH line," whereupon giggles from his audience told him all was not well and he looked about for enlightenment. Finally someone explained to the Chairman that what he had just handed to the prize winner was NOT "300 feet of 9 INCH line," but 300 feet of 9 STRAND line.

We need not remark that Samuel is not a follower of Izaak Walton.

### Largest Deer Head

- 1st—H. Smith, 30-30 Winchester, Model 94.
- 2nd—B. F. Manley, Motor Lunch Kit.

### Fishing Section Corbina

- 1st—J. W. May, 9-oz. Spring Butt Rod.
- 2nd—D. E. Porter, 150-yd. Free Spool Neptune Reel.
- 3rd—F. L. Manley, 300 yds. 9 Strand Line.
- 4th—H. Smith, Leather Butt Pocket.

### Croaker

- 1st—D. E. Porter, 9-oz. Rod, Agate Tip.
- 2nd—H. Smith, 1-pt. Thermos Bottle and English Case.
- 3rd—K. L. Oefinger, 200 yds. 9 Strand Line.

### Yellow Fin

- 1st—J. W. May, Tackle Box.

### Surf Perch

- 1st—K. L. Oefinger, 200-yd. Surf Casting Reel.
  - 2nd—A. F. Pabst, 300 yds. 9 Strand Line.
  - 3rd—D. E. Porter, Assorted Surf Hooks.
- Largest Fish Caught on 9 Strand Line**
- 1st—J. W. May, Tarpoon Trolling Reel.
  - 2nd—E. F. May, 200 yds. 24 Strand Line.

### Salt Water Bass

- 1st—Fred Muddy, Tackle Box.
- 2nd—E. F. May, Electric Lantern.
- 3rd—B. A. Collins, 3 South Coast Minnows.
- 4th—F. L. Manley, 2 Special Minnows.

### Fresh Water Bass

- 1st—Fred Muddy, 60-yd. Free Spool Casting Reel.
- 2nd—D. E. Porter, 100-yd. Bass Casting Reel.

### Lake Trout

- 1st—B. A. Collins, Trout Rod.
- 2nd—K. L. Oefinger, South Bend Anti Back Lash Reel.

### Stream Trout

- 1st—W. J. Scott, Trout Rod.
- 2nd—B. A. Collins, Leather Bound Creel and Strap.
- 3rd—J. W. May, Fly Book.

### P. E. Camp Trout

- 1st—C. N. Dyer, 100-yard Take-apart Reel.

After the awarding of the various prizes all was set for the Club's regular prize drawing contest in this event everyone present has a chance by writing his or her name on a slip of paper, two prizes were to be awarded; one for the ladies and one for the gents. Our esteemed Mrs. Harold Smith was the lucky lady and C. H. Jones the lucky hombre, as usual.

### We Eat!

At this point word was sent up from the banquet room that everything was in readiness. Lest we forget, during the afternoon and into a late hour, five loyal sports worked hard preparing the spread and we insist that when you prepare a feed for 175 people you are tackling a real job.

Mr. and Mrs. Spafford, Mr. and Mrs. Harold Smith and Miss Helen Spafford, the P. E. Rod & Gun Club and all its friends wish at this time to extend to you their appreciation and goodwill for your efforts and hard work in making this yearly event a rousing success.

In the Auditorium we found tables set for all and a real feed we had. It was one of those kind of eats that truly iron out all the wrinkles. Listen, Salad A-La Crab and Lobster, Sandwiches par excellence. Coffee, Ice Cream and Cake; plenty of it. Would like to mention some names, but will say this, if ever again we see certain individuals store away eats like some of you fellows did we will spill the beans. Chas. Worley and his assistant Max Schuring realized that without music no spread is complete, so in true form Worley with his little fly rod whipped the P. E. Orchestra into some real tunes. Baby Johnson entertained us with vocal and dance numbers and



hearty applause brought her back time and again.

A five reel show was now put on, these pictures were secured through "Field & Stream," and were really sportsmen pictures true to life; a few of the titles: Hunting lions in Mexico, Deer hunting in Louisiana, Camping Life, etc.

### SHOOT AT LOS CERRITOS

On Jan. 18th about a dozen shooters gathered at the recreation grounds at Los Cerritos for a rifle shoot. The following scores were registered:

H. Smith .....	57	out of	100
J. L. Cowley .....	57	" "	100
L. R. Spafford .....	46	" "	100
F. W. Nichols .....	46	" "	100
J. W. May .....	46	" "	100
G. Seafield .....	44	" "	100
D. L. Moore .....	40	" "	100
F. C. Phlaf .....	37	" "	100

#### Correction

Due to a typographical error in last month's Magazine in recording the ladies' score at the P. E. Club quarters, the record of Mrs. B. F. Manley was misstated. Her score should have read 11 targets broke out of a total of 25.

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

Passenger Revenue .....	\$ 1,070,965.67
Freight & Switching Revenue .....	438,692.52
Other Revenues .....	76,835.72
<b>Total Railway Operating Income .....</b>	<b>1,586,493.91</b>
Total Railway Operating Expenses:	
Wages .....	790,247.71
Other Charges .....	405,772.29
Transportation for Investment—Credit .....	4,418.41
<b>Total Railway Operating Expenses .....</b>	<b>1,191,601.59</b>
Revenue Less Operating Expenses .....	394,892.32
Depreciation .....	46,114.27
Taxes Assignable to Railway Operations .....	96,168.17
<b>Total Depreciation and Taxes .....</b>	<b>142,282.44</b>
Revenue Less Operating Expenses—Depreciation—Taxes .....	252,609.88
Non-Operating Income .....	36,159.18
<b>Net Revenue .....</b>	<b>288,769.06</b>
Interest on Bonds and Other Debt .....	347,711.05
Rent and Miscellaneous Income Deductions .....	119,628.48
<b>Total Deductions .....</b>	<b>467,339.53</b>
Net Loss for month .....	178,570.47
Net Loss for Twelve months .....	580,879.05
Total outstanding Deficit as of Dec. 31, 1924 .....	14,047,068.21

The foregoing figures are preliminary and subject to adjustment pending final accounting.

Los Angeles, Cal., Jan. 22, 1925.

L. A. LOVELL, Auditor.



Leading prize winners of trophies offered by the P. E. Rod & Gun Club for best individual records during 1924. From left to right: D. E. Porter; J. W. May; E. F. May; B. F. Manley, (President of Club); K. L. Oefinger; H. L. Wiggam; R. L. Spafford and H. Smith.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The January meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms, January 7, at 2:00 P.M. The following members were absent: J. Hanselman, F. J. Volkhart, O. C. Black, H. Ross, I. J. Williams, B. Schermerhorn, and S. A. Bishop.

### Club Fund

Balance 11-30-24 .....\$ 205.94  
Receipts ..... 1,118.25

Total .....\$1,324.19  
Disbursements ..... 1,218.54

Balance, December 31, 1924...\$ 105.65

### Relief Fund

Balance, 11-30-24 .....\$340.54  
Receipts ..... 405.75

Total .....\$746.29  
Disbursements ..... 195.00

Balance, December 31, 1924...\$551.29

### Unfinished Business

The Christmas work for 1924 was carried out more successfully than ever before. The following is some of the work accomplished: The two nurses in the Engineering and Store Departments distributed four hundred and fifty stockings to the Mexican families, besides toys, clothing, etc. Some eighty-three baskets were distributed from the Club to those of our employees unable to be at their work and in need of Christmas cheer. The Manager received several letters from those thus greeted and many personally expressed thanks.

The matter of the proposed Stenographic Class is being taken up with the Board of Education and it is hoped that it will soon be in session.

Mr. Ward from the offices of the Southern Pacific Railway Company in San Francisco was here to look into the various educational features which we have among our employees with the idea in mind to undertake something of the same nature among their employees. At his suggestion Educational Advisor E. W. Hill made a trip to San Francisco to look over their work and make suggestions as to what might be accomplished among their employees. The special school at San Pedro and Torrance are moving along steadily with good attendances and much good is accomplished. Many persons seek and are advised as to what line of study to follow and where such a course may be obtained.

Mr. Vickrey stated that there are now two physicians in the employ of the Company at Glendale and that it is likely that a third will be appointed.

Mr. Thorburn stated that he had made arrangements with Mr. Thomas' office whereby the Magazines for the

Mechanical Department at Torrance will be tied in bundles to be sent to the various shops for distribution, instead of being given out as in the past at the gate as the employees are leaving their work.

Mr. Manley stated that the gas heaters have been installed in the Trainmen's room at Ocean Park and await only the gas to be piped into them.

### New Business

Thomas Brownlee was appointed to fill the vacancy in the Executive Committee from the Mechanical Department at Torrance, caused by the resignation of John Richards.

E. H. Pierce asked concerning the condition of Howard Ross now in the Hospital and was answered by Mr. Vickrey with the information that Mr. Ross is progressing nicely and hopes to leave the Hospital in the near future.

Mr. Thorburn explained at some length the proposed move of the Pacific Electric Club to 514 East Eighth Street by the end of January. These new quarters will be most pleasant for our use and it is hoped that the Club members will take advantage of them at every opportunity. Special features and entertainments are being planned by the Manager as a special invitation to the members to visit the new club rooms and enjoy their cozy hospitality.

## P. E. CLUB BULLETIN

### From February 10 to March 10, 1925

**Tuesday, Feb. 10:**  
Western Division Safety Committee meeting, 2:00 p.m.

Masonic Club meeting in Club Rooms 8:00 p.m.

**Wednesday, Feb. 11:**  
Rod & Gun Club, Club Rooms 8:00 p.m.

**Thursday, Feb. 12:**  
Club Dance, Club Rooms 8:30 p.m.

**Saturday, Feb. 14:**  
Agents Association meeting 8:00 p.m.

**Monday, Feb. 16:**  
P. E. Band rehearsal at 8:00 p.m.

**Tuesday, Feb. 17:**  
Northern Division Safety Committee meeting 2:00 p.m.

**Wednesday, Feb. 18:**  
The Trainmen will meet as follows, at 8:00 p.m.

Northern and Southern Divisions at the Club.  
Western Division at Sherman.

**Thursday, Feb. 19:**  
Club Dance in Club Rooms 8:30 p.m.

**Friday, Feb. 20:**  
General Staff meeting at 10:00 a.m.

**Monday, Feb. 23:**  
P. E. Band rehearsal at 8:00 p.m.

**Thursday, Feb. 26:**  
Club Dance in Club Rooms at 8:30 p.m.

**Monday, March 2:**  
P. E. Band rehearsal at 8:00 p.m.

**Wednesday, March 4:**

Exec. Committee meeting at 2:00 p.m.

**Thursday, March 5:**  
Southern Division Safety committee meeting 2:00 p.m.

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

**Monday, March 9:**  
P. E. Band rehearsal at 8:00 p.m.

**Tuesday, March 10:**  
Masonic Club meeting at Club Rooms 8:00 p.m.

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

## WESTERN DIV. TROLLEYGRAMS

By E. C. Brown

Best wishes and congratulations are extended to Conductor H. A. Ingraham, who recently joined the ranks of newlyweds.

Any trainmen who are interested in Radio had better talk to Cond. L. S. Jones. He "knows his" radio.

The boys of Hill Street are glad to welcome Motorman C. E. Newberry on the job again.

Wedding bells also rang out for Conductor Goldman of Ocean Park. Best wishes are extended by his many friends.

Conductor R. Lowe and wife entertained some of their trainmen friends at their new home in Ocean Park recently.

Motorman C. W. Pingerey—baby girl—cigars—congratulations.

Motorman L. N. Speak and wife left last month for a short trip to Texas, where they will visit relatives and friends.

On February 18th at Sherman there will be a meeting of all Western Division trainmen whose duties will permit and it is expected that all who possibly can will attend this affair as we expect to take a picture of all present.

## MASONIC CLUB NOTES

The De Molays are coming again! Both degrees will be exemplified at the next regular meeting February 10, 1925, at the new club headquarters, 514 East Eighth Street, 7:30 p.m.

The Masonic Club visited San Pasqual Lodge in Pasadena and South Park Lodge in Los Angeles and conferred two degrees during January.

### Albert W. Blyth Passes

Death called from our ranks last month Albert W. Blyth, Material Clerk in the Engineering Department, his demise being due to an affection of the heart which resulted fatally at his home on Tuesday, January 20th.

Mr. Blyth had been employed in the Engineering Department since February, 1921, and the sympathy of a host of friends is extended to his wife, daughter and surviving family members, among whom are George H. Blyth, Advertising Manager.

## SCHOOL DAYS (Continued from page 15)

the North in eighteen sixty-five? Page after page had I read how Stuart and Jackson and Johnson and Lee—always outnumbered at least ten to one—had surrounded McClelland and Burnside and Sherman and Grant, then successively defeated them, routed them, chased the disorganized remnants through miles of wilderness and swamps and finally annihilated them to the last fleeing fugitive.

I never thought to add up the combined casualties of each of these major engagements, but I feel safe in wagering that the grand total would stagger the present day American; not only stager him but make him wonder how us Johnnie-rebs could have killed approximately four million, seven hundred fifty-thousand Yankees of the two million five hundred thousand which served on the northern side!

Such of my readers who have followed me to this point will, perhaps, notice certain fundamental differences between the text books in use in 1885 and those now in vogue. There are other minor changes not relating to text books that will make it relatively easy for one who pays a visit to our present schools to realize he is not paying a visit to his little old red school house of '85; at least I find it so.

My first Temple of Learning was situated in a grove of hackberry trees two miles from the nearest habitation. It was about twenty by thirty feet in size and it had a floor, a roof, four walls, five windows and one door. It was adequately, but not extravagantly, furnished with a number of pine desks about six feet long, each desk having a bench of the same length but innocent of any back. The Prof. sat up front on a decrepit chair on the leeward side of an ex-kitchen table that served him as an administrative desk. Water was scarce, shallow wells were decidedly "brackish," so the drinking water problem was solved by each student bring his or her own supply in a bottle.

And worst of all, and incredible as it undoubtedly will sound to your kiddies who go to the Luther Burbank School out on West Myrtle Ave., or to the Joaquin Miller Indeterminate (or is it Intermediate?) on Hillcrest Way, the poor old shack didn't have a name, s'fact; and I confess it with shame.

Sanitation? School hygiene? Pardon these tears. Why say, even Prof. Franklin chewed tobacco and utilized a minor portion of the usual by-product resulting therefrom as an agency for the removal of problems in arithmetic from our slates when they had lived out their little day of usefulness.

And how would your prophylactically pure offspring—who is made to brush his teeth both at home and at school—feel, were he to know that at least an element of truth lurked in the following popular parody of an old song no less loved now than then:

"The old family tooth-brush,  
The iron-bound tooth-brush,  
The moss-covered tooth-brush  
That hung by the sink.

First it was Father's,  
Then it was Mother's,  
Next it was Brother's  
And now it is mine!"

So much for the schools of yesterday; how about those of Today?

I fear I know more about these from the outside than from the inside; more from a perusal of my tax bills than from the text books now in use. It seems apparent that some slight readjustment has been made in the salaries paid our staff of teachers and assistants; to point out one small difference, I can recall the angry discussion that preceded the fixing of Prof. Franklin's stipend at thirty-five dollars per month—he to eat himself. Now, the second assistant janitor draws more than that each week and broods darkly over the injustice suffered by the unorganized wage-slaves.

### Personnel

Each school has its principal, who has a secretary, who has a stenographer, who has a file clerk, who has an errand boy who has a violent attachment for the principal—providing the latter be a woman. There are, of course, other necessary evils such as assorted teachers; janitors; engineers and firemen; caretakers and gardeners to say nothing of health inspectors, music instructors, cafeteria managers, dancing professors, including fancy, aesthetic and folk; athletic directors, playground supervisors, nurses, visiting physicians, and heaven's knows I hope those I've omitted to mention won't feel slighted; I couldn't hope to remember them all.

And the discipline is something beautiful to watch: No pupil ever requires a licking. And who would give it to him if he did? Certainly not the principal nor his or her assistants who are restrained therefrom by their own convictions and the law. One may—and, if we are to credit the daily newspapers, one frequently does—return to one's home and there, in the sanctity of that haven of refuge lam the ever-

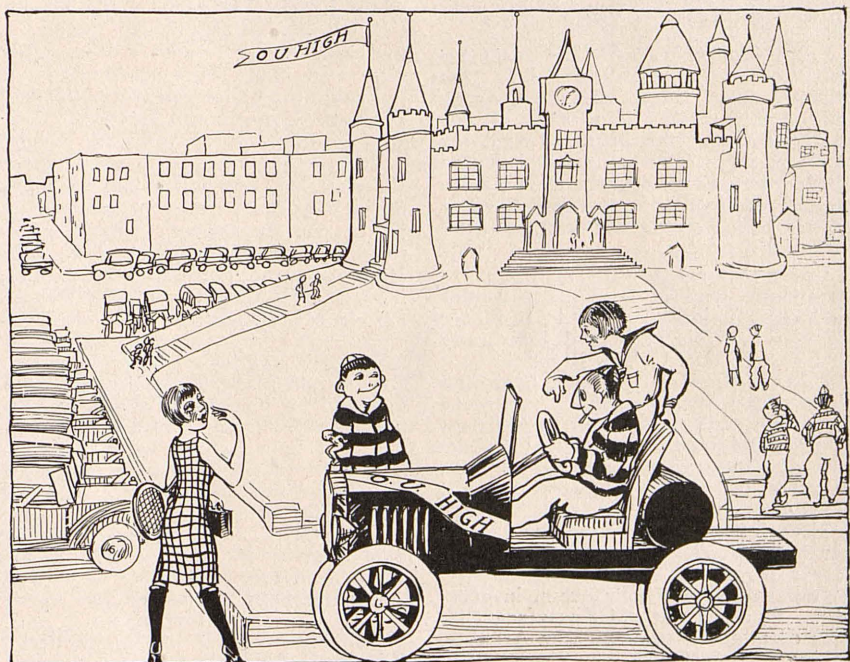
lasting daylights out of one's own offspring; but just let that same parent, in his other role of teacher, apply the same corrective measures in the same way and on the same spot, to a public school student, and goodnight he faces a beating at the hands of the injured kid's sire, a law-suit for fifty-thousand dollars actual and fifty-thousand dollars punitive damages, and he is made the object of a resolution adopted by the P.-T. A. of that particular school, wholly uncomplimentary in character.

Indeed, he is lucky if the Knights of the Koo Koo don't outfit him with a close fitting kimona of asphalt, served warm and trimmed with feathers, and ride him out of town on a rail.

But, I'll say in all fairness that the system in use, whatever it be, seems to work. The youngsters are models of propriety and could Prof. Franklin enter a class room of a present day school and see the perfect order prevailing therein, the poor distracted soul would know he'd reached the pedagogues' heaven.

And at Fire drill a thousand children will rise, form in line and file out of that building in one minute and twelve seconds—and danged if I don't believe they'd do the same thing if there was a real fire. I can visualize what would have happened had some one accidentally tipped the old rusty hay-burner over in my old school. L'il Minnie Jones, ever on the lookout for trouble, would have bounced to her feet and yelled "Fire!" and Freddie Christopherson and Ella Whiteside, the school heavyweights, would have beaten the rest of the bunch to the two-foot door where they'd become wedged in such a manner as to frustrate any hope of exit at that point.

The rest of us would have climbed on desks and smashed out the windows and fallen out headfirst, and finally the Prof. would have come sailing out—for all the world like an undersized flying squirrel with oversized



whiskers, and hit the ground all spraddled out—a total loss.

#### Survival of Fittest

His being the last one out would have been in no sense due to any ethical reasons which impell a captain to be the last to desert a sinking ship; it being explained by the fact that he was, physically, the puniest of the bunch and just naturally had to wait his turn.

Another essential difference that the passage of the years has brought about is the disappearance of books in the modern elementary school. Absolutely. Also, they start 'em to school earlier now; about four, I believe, is considered the correct age. First they go to kindergarden—so-called because the teachers are supposed to be kinder to the kiddies than when they make the grades and because the classes aren't conducted in a garden. The word is German, you see, so naturally is fifty per cent misleading.

In kindergarden they are taught to brush their teeth, dance, cut things out of paper and paste 'em into such weird forms that only a kindergarden teacher could even remotely guess what they are meant to portray.

And mostly they sing; I saw my small niece recently, acquiring such higher education as kindergarden was bringing her way. She's a dainty little cherub (or, being a girl, should she be called seraph?) with a far-away look in her blue eyes and with a shower of golden curls, and she was one of a line that was sedately skipping 'round and 'round in a circle and singing something that sounded to me like:

Tizzent raininrain-a-tall  
Srainindaffy dills'n iff  
You pull muh hair agin  
Jimmiejones ilescratch  
Yourole izeout.

Candor compells me to admit it was my niece's clear voice which contained the threat hidden in the song; a threat that she confessed she was, at a later hour, forced to put into sanguinary effect.

From kindergarden—which uses up two years—they graduate into the graded school where, after a year or two of preparation, they finally are introduced at last to a printed text book. Perhaps it is because the soil is so virgin that they absorb learning so rapidly, for from now henceforth their progress is speedy—speedy, if not thorough.

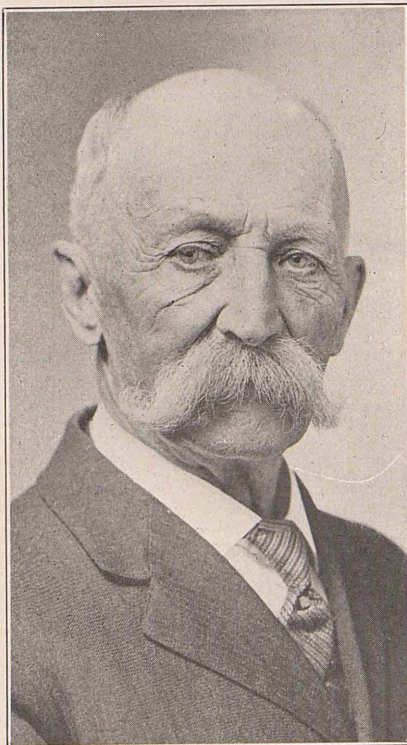
From Primary to Intermediate; Intermediate to High; High to Junior College; Junior College to College; College to University and University to Life. EDUCATED, Bigosh!

I have stood on the side lines and cheered my offspring on as she raced from one educational step to the next higher, and in a short time now she will don cap and gown and write B. A. after her name; Educated, Bigosh! If you don't believe it, read the following letter which I received from her but yesterday:

"Dear Daddy—

Just hadda two hour exam. in econ. Hope I passed but old Fussyface (her way of alluding to Professor Aristotle Smiggs, L. L. D., D. D., Ph. D., Pro-

### Retires With Laurels After 36 Years



Frank Longstreet

WITH the distinction and honor of having served the Company longer than any other Trainman in the service, Frank Longstreet, Motorman of the Southern Division, possessing a record as clean as his service was long, voluntarily retired from active duty a few weeks ago.

Los Angeles was indeed a hamlet when Frank Longstreet made his initial trip at the controller handle, in fact his first service in a local street care was made as a manipulator of the cable car which ran from Westlake Park to Evergreen Cemetery. This was in July, 1891. With the electrification of the Los Angeles & Redondo Railway, Mr. Longstreet had the honor of making the first run to Redondo Beach via Inglewood, which, as he recalls, occurred on Nov. 26th, 1902. Following the consolidation of lines into what is now the Pacific Electric system Mr. Longstreet came into serv-

professor of Political Economy) musta ate one too many flap-jacks for breckfast and he was awful grouchy: I've had a strenuous day and am sure tired.

I cant ballance my bank book and I know its not my fault. He says I'm overdrawn two dollars and 75 c. Plese Daddy, fix it up for me.

Tell mama not to bother about that blue tafetta. Its about worn out any way. I'm, too.

Hoping your the same,  
Your loveing

Billee"

Educated, Bigosh!

ice of this Company, retaining his seniority rights, which together with two years added for special service gives him thirty-six years of continuous service.

Throughout his extended period of employment Mr. Longstreet performed his duty faithfully and well and loyalty to his employing company was an outstanding characteristic. In reviewing "old times" he told many reminiscenses which emphasized the hardships of early days in the electric railway industry. Man-power shortage was a condition that existed with every railway and on one occasion sixteen months elapsed between his "two days off."

At 70 years of age Mr. Longstreet retires in comparatively good health and that he may live many years to enjoy a well-earned rest is the wish of the management and a host of friends who knew and loved him.

#### SOUTHERN DIVISION NOTES

By F. J. Oriva

Conductor L. W. Linn, after a period of four years working out of Long Beach, bid on Run 84 which originates out of Los Angeles.

Motorman J. H. Morrell bid in run No. 213, Watts local, in order to be able to work the new 700 class cars that are scheduled to be used on that line.

Motorman S. M. Moore of Watts line is on an extended leave-of-absence, during which he will live in Phoenix, Arizona, in the hope of regaining his health.

Conductor A. (Bert) Garner of Supply Car resigned last month to enter into business with his brother. Best wishes for his success is extended by all his fellow trainmen.

Motorman T. Price, formerly of the Southern Division is now handling a controller on the Western Division.

Motorman E. Forsberg of Long Beach, spent a lengthy and pleasant vacation at his home in the city of Stockholm, Sweden. He's back and glad of it, he says.

The boys of the Southern Division are very much pleased with the new radio, additional card tables and lockers installed recently at the Main Street terminal.

Conductor W. E. Jackson of San Pedro line is slowly recovering from injuries received recently when he fell from a moving car.

J. V. Smith, Insurance Agent for the Pacific Mutual Life Insurance Company, who recently resigned his position and went back to his farm in Fontana, died at his home on January 23rd. He was well and favorably known around 6th and Main Street Station.

# DEPARTMENTAL NOTES

## MECHANICAL DEPT. NOTES

By Willis M. Brooks

The first locomotive to be completed of the five now under construction, was delivered to Macy St. on January 31st, No. 1630. The balance will be completed during February.

The engineer in the power plant at Torrance can now wear a white collar, if he so desires, and keep it white, notwithstanding the fact that he attends the boiler fires.

Automatic gas burniers have been installed, resulting in a decided reduction in fuel cost. About 125,000 cu. feet of gas per day is consumed. The gas is also piped about the shops at an initial pressure of 100 lbs. This is reduced by a series of reduction valves to pressure required and replaces the old style gasoline pots.

A. H. Newberry of the Erecting shop is the latest mechanic to venture on the "sea of matrimony." Mr. Newberry and Miss Erma McLaren were married on January 24th in Los Angeles, where they will make their home.

Congratulations and best wishes.

Our married slogan should be "Raise a family."

Al Nolan, after an absence of about a month, due to sickness, is once more directing the affairs of his department.

Ed Leahy, wiring foreman, "No catchem news."

Abraham Burkholder is on the sick list; all hope for an early recovery.

Cars passing through the Torrance Shops during January are as follows: Overhauls: 18 passenger cars; 2 locomotives; 5 buses.

Miscellaneous repairs: 7 passenger cars; 3 locomotives; 141 freight cars; 1 bus; 2 miscellaneous trucks.

## Obituary

Died January 4th—Miss Kate Dickson, sister of Joe Turner of the Torrance Shops.

Miss Dickson was closer to Joe than a sister. She was sister and mother, for she reared him from a boy to manhood, giving him and his five brothers and one sister the watchful, loving care that otherwise would have been denied them.

Her work is done and at the age of 77 years she fell asleep and passed peacefully on to the reward she so nobly earned.

Joe is dear to the hearts of us all. His grief is ours.

## STORE DEPARTMENT NOTES

By B. F. Hopkins

On the afternoon of Thursday, January 15th, the funeral services of Mrs. G. A. McCall, mother of Messrs. Ward and Earl McCall, were held at the Second Free Methodist Church in Los

Angeles. The sympathy that was felt for the Messrs. McCall in their recent bereavement was shown in the attendance of various members of the Stores Dept.

A. H. Nichols, formerly Store-keeper at 6th and Main Sts., Los Angeles, has been appointed Store-keeper at Pasadena. George Huntington of Torrance is the new appointee at 6th and Main, succeeding Mr. Nichols.

New members in the personnel of the Store Accounting Bureau are Ual Drake of Hawthorne and Ralph Curtis of Gardena.

Fred Dilthey, famous dahlia expert of Hermosa Beach, has now become a resident of Torrance, having purchased through the P. E. Land Co., a home at 1004 Portola Ave. Development in floral culture in that part of the city is awaited with interest.

Those of the Stores Dept. who are wondering at the joyous expression revealed in the countenance of Tom Ashton as he arrived at the office the other morning, his face radiating with delight, are informed that it was on account of Mrs. Ashton's return with the two children,—Jack and Jo Ann from a visit of several weeks in Colorado. Tom says "Bachelor life is the "bunk."

Clyde Mundy informs us that his name, although significant of "wash-day," is not spelled the same.

Mrs. Lorraine Smith of Long Beach, formerly of the General Store-keeper's Office, was a recent visitor in our midst.

The Misses Gill, Johnson and Parke of the Store Accounting Bureau were hikers to the summit of Mt. Lowe recently.

Members of the Stores Dept. having news for publication in the P. E. Magazine are advised to "tell it to Sweany" (that being the name of our new time-keeper, Byron R. Sweany) and he will furnish same to Fred Hopkins, Stores Dept. Correspondent.

## ACCOUNTING DEPT. NOTES

By George Perry

We extend our deep sympathy to Mr. W. Collins and wife upon the death of their infant son who passed away on the 6th of January.

The boys of the Road Equipment Bureau have taken up furniture moving as a side line and have completely rearranged the desks in the Bureau. Those wishing to locate any of the R. & E. clerks will be issued a guide map and set of instructions.

Some of the girls from the Conductors Accounts Bureau and Comp-

tometer Bureau on the 10th of January took the trip to Mt. Lowe. They report a most delightful time and many photos were taken, which looked so good that we wished we had also joined them.

The Pacific Electric Annual Ball drew a large representation from the Accounting Dept. All agreed that they never enjoyed themselves more at any previous P. E. affair.

A certain member of this Department has been seen persistently Jay-walking in the direction of the "Madhouse" (lunchroom) at noon each day. We wish to call to his attention that it's agin' the law and besides results in him getting a seat while we stand, which is where the rub comes in.

There have been many changes in personnel during the last month as the list indicates:

Miss Anna Strom, who has been in the service for eleven years, decided to leave us. She was presented with enough flat silver to start a nice set, which we know will come in handy, as she is to be married soon.

J. A. Bertelson, who has handled the Group Insurance desk since it was first created, has left to enter business for himself. As a mark of esteem, his daily companions for the last six years presented him with a gold pen, pencil set and a traveling bag.

The snappy young man (A. C. Armbruster), who filled the position of collection clerk has left the company to take a position with E. L. Merrit Co. His duties were taken over by W. L. Brown.

Mrs. Reed has returned and she looks very chipper after her extended leave. We hope she will not leave us again for such a long period.

Mr. Grilleaux is now on the Resorts Accounts desk formerly occupied by C. R. Reichwine, who has left the service.

Miss Doris Laky, after three years with the Conductors Accounts Bureau, has been transferred to the Stenographic Bureau to fill the place formerly occupied by Miss A. Allen.

The Freight Accounts Bureau has had an addition of three men to the recheck desks, namely Messrs. Wallace, Endholm and Davis.

## Theory and Practice

"Why, this idea of slowing up at crossings is all foolishness. It stands to reason that if you are going thirty miles an hour you will cross the street twice as quickly as if you were going fifteen miles an hour and will therefore stand only half as much chance of being hit. Now, as I approach this crossing I am going forty miles an hour so \* \* \*"

The funeral will be held next Thursday.—Life.



#### Local Ad

"Wanted, a boy to deliver magazines about twelve years old."—Boston Transcript.

#### Repartee

Conductor: "Madam, you'll have to pay for that boy."

Old Lady: "But I never have before."

Conductor (hotly): "That don't matter to me. He's over 12 years old and you'll have to pay his fare or I'll put him off the car."

Old Lady: "Put him off. What do I care. I never saw him before."—Watts Watt.

#### Retort Courteous

Employer (Examining applicant for job): "Do you drink?"

Applicant: "Thank you, sir, I'll have a small one."

#### For Better or Worse—

FOR RENT—One room house, suitable for bachelor or store-room.—Classified ad.

Infuriated Husband: "This shingled hair business is the curse of the country! Not a darned hairpin in the house to clean my pipe with!"

Sponge: "I think that street car has just passed."

Wit: "How do you know?"

Sponge: "I can see its tracks."

"Yes," said the great man, "I woke up one morning and found myself famous."

"It was slightly different with me," sighed the other. "I found myself famous—and then I woke up."

Discourtesy and the what-do-I-care spirit are the boys who put the "cus" in "customer."

#### Growing Thin

Doctor (to nervous patient): You've got to stop worrying.

Patient: Then I must commence wearing suspenders.

#### Very Simple

Little Girl (to Grandfather): "Grandpa, who don't you grow hair on your head?"

Grandpa: "Well, why doesn't grass grow on a busy street?"

Little Girl: "Oh, I see; it can't get up through the concrete."—Exchange.

#### Some Mean Man

"Who is the meanest man in the world, you ask? Why the guy who proposes to an old maid over the telephone and after she accepts him, tells her he had the wrong number."—Williams Purple Cow.

#### Wait, Alaska!

"Are you Hungary?"

"Yes, Siam."

"Den Russia to the table and I'll Fiji."

"All right, Sweden my coffee and Denmark my bill."—Cookie.

Employer: "Robert, we have forgotten to lay in a fresh supply of stamps."

New Office-boy: "Goodness, sir, so we have. We are a couple of sillies, aren't we?"—Pearson's Weekly.

#### Hands Off

"You certainly have a trim little waist," said her admirer.

"You're right," she replied, "there's no getting around that."—Selected.

#### "Onto His Job"

One of the worst dangers for an editor is to attempt to please everybody, thus really pleasing nobody.—Express Messenger.

#### Telling

Affable Clergyman (pinching a little boy's bare leg): "Who's got nice, round, chubby legs?"

Little Boy: "Mamma."

#### Slight Shock for Mother

Bobby had made a new friends, a boy of whom his mother had never heard. "I hope," she said when he told her about it, "that he's a nice boy."

"Yes, ma, he is," replied Bobby enthusiastically.

"Does he say any naughty words?" questioned his mother.

"No," replied Bobby with emphasis, "an' I ain't going to teach him any."

—Exchange.

#### Who Spilt the Beans?

Sister's beau was taking supper with the family, and Johnny was enthusiastically telling him about a soldier friend who had called on his sister several days since. He said, "Gee! he was swell, and he had his arm—"

"Johnny," said his sister in great embarrassment, and blushing to the roots of her hair, "what are you telling?"

"Well," said Johnny, "I was only going to say that he had his arm—"

"Johnny, that will be enough from you," said his mother.

"I was only saying he had his arm—"

"Johnny, you leave this room this minute," said his father severely.

Johnny began to cry, but as he left the room he sobbed, "Well, I was only going to say that he had his army clothes on."—Forbes.

#### How About It?

Husband—"Didn't I telegraph you not to bring your mother with you?"

Wife—"That's what she wants to see you about."

Before you begin, consider, and when you have considered, act.

"A teacher was telling her class little stories in natural history, and she asked if anyone could tell her what a groundhog was. Up went a little hand waving frantically.

"Please, ma'am; it's a sausage."

Teacher: "You bad boy. I wish I was your mother for about twenty-four hours."

Bad Boy: "All right, teacher, I'll speak to dad and maybe I can fix it."

#### Diagnosed

Young Man (to court clerk)—"I—ah—er—um—"

Clerk (to assistant)—"Henry, bring out one of those marriage-license blanks."—Brown Bull.

Many will sympathize with your misfortune, but it is a real friend that rejoices in your success.

"Why don't you kiss me?"—soft she plead,

And he replied—To-wit:

"I was in doubt—" and then she said: "Give me the benefit."

—Judge.

#### Willing to Advise

The customer had waited half an hour for the fish he had ordered. At last the waiter appeared.

"Your fish will be here in five minutes," he said.

Another quarter of an hour passed, and then the customer summoned the waiter. "Say," he inquired, "what kind of bait are you using?"—The Continent.

A man is relieved and gay when he has put his heart into his work and done his best; what he has said or done otherwise shall give him no peace.—Emerson.

Under the mistletoe out in the hall,  
An old maid sat—no excitement at all.

A flapper stepped under, demure as a lamb,

And fourteen men were crushed in the jam.

Remember this—He who gives, gets.

#### A Question of Sex

To her attentive class the primary teacher read the poem of "The Landing of the Pilgrim Fathers." When she had concluded she said:

"As a drawing exercise suppose you each draw, according to your imagination, a picture that will suggest the Plymouth Rock."

All but one little fellow set to work. He paused, and finally raised his hand.

"What is it, Harold?" the teacher asked.

"Please, ma'am," Harold inquired, "do you want a hen or a rooster?"

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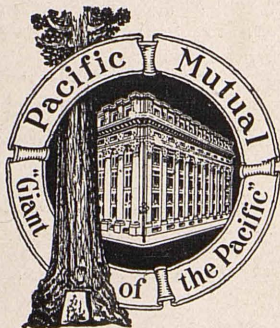
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**CONDENSED STATEMENT**  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

As Made to the Comptroller of the Currency  
at Close of Business  
December 31st, 1924

**ASSETS**

Loans and Discounts .....	\$32,699,002.79	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Treasury Notes .....	3,488,849.25	
Other Bonds, Stocks and Securities .....	1,252,421.18	
Bank Premises .....	482,319.11	
Customers' Liability on Letters of Credit .....	310,684.37	
Customers' Liability on Account of Acceptances.....	82,925.32	
Redemption Fund with U. S. Treasurer.....	75,000.00	
Interest Earned, uncollected .....	99,369.94	
Cash on Hand .....	\$2,519,010.89	
Due from Federal Reserve Bank of S. F. ...	3,115,057.04	
Due from Banks .....	6,743,204.91	<b>12,377,272.84</b>
		<b>\$52,367,844.80</b>

**LIABILITIES**

Capital Stock Paid In .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	680,075.23	<b>\$4,180,075.23</b>
Reserved for Taxes .....	36,260.09	
Reserved for Interest .....	19,068.63	
Unearned Discount .....	62,282.87	
Securities Borrowed .....	1,000,000.00	
Letters of Credit .....	322,293.77	
Acceptances Based on Imports .....	82,925.32	
National Bank Notes Outstanding .....	1,500,000.00	
DEPOSITS .....		<b>45,164,938.89</b>
		<b>\$52,367,844.80</b>

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: Wm. Lacy, H. F. Stewart, H. W. Keller.

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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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Editor.

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