



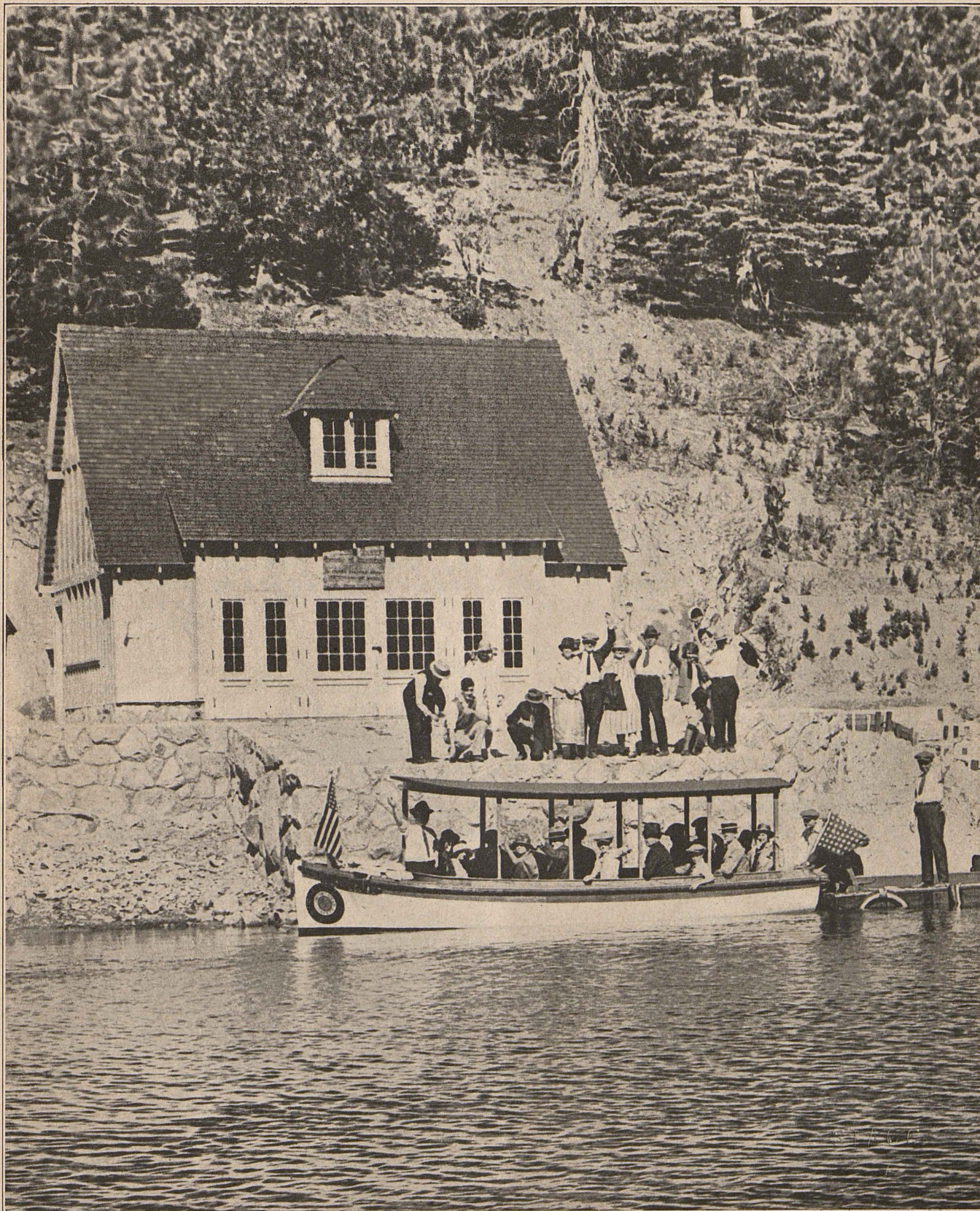
THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., JULY 10, 1925

No. 2



P. E. Camp Visitors Ready for Cruise on Lake Arrowhead.

A Story of Two Vacations

John Smith's

SMITH had spent a solid year at labor. He was tired and listless and things had begun to seem a little drab. But vacation time was just ahead and he looked forward to a well-earned and needed rest.

At a family council it was decided to take a long trip east. Followed hectic preparations that kept the whole family in a whirl. There were either clothes or shoes to buy for all concerned—the relatives in the east must be properly impressed.

In due time transportation arrived and sleeper reservations were made. It took a section for five days, which made a deep cut into the closely figured sum set aside for the trip.

Closely confined they journeyed across the continent,

only to find the weather growing more and more uncomfortable. They visited relatives and friends, Smith helping the men folks with chores, while the wife joined forces in cleaning house and washing d'shes, and more dishes.

Smith and his family got home all right; they were glad of it too, and all were more tired and worn than when they started.

Incidentally, upon balancing their cash, although their transportation had cost them nothing, there had been many things which had cost dearly, and the former snug bank account had dwindled to a point that would require months and months to build again.

Yes, the Smiths had their "vacat'ion!"

Bill Jones'

LIKEWISE, tired, worn and in need of rest was Bill Jones and his good wife. He had worked steadily all year, and household duties and keeping the children in school had been equally wearing on Mrs. Jones.

The family talked over their vacation and agreed that the first requisite was restfulness. They collected folders descriptive of beauty spots.

Finally it was decided. They would go to the great mountain playground of our Company. The trip was short, comfortable and scenic. It would require no new outfits, for they were going for rest, recreation and to partake of Nature's joys.

Transportation was free, for the most part, and what expense there was would not amount to the sleeper fare to the nearest big city from Los Angeles. It required only the packing of toilet articles and a small quantity of clothes. There would be no turmoil of getting ready.

Four hours after leaving the city the family landed at our mountain retreat in company with several of their friends bound for the same resort. Within a half hour they were installed in their mountain cabin, the kiddies were out in the playground, having the time of their young lives. They were free and safe from harm and mother's anxiety entirely relieved.

What a rest and what an appetite; and getting supper, how simple. Mrs. Jones went over to the Camp's store, came back in a few minutes with food already cooked. The coffee pot was soon bubbling merrily; supper soon over, and only a handful of dishes to wash.

After supper the little family took a short stroll to the mountain ridge and for an hour rested and watched the lights of the valley twinkle, while overhead gleamed millions of stars. Back to camp they went and enjoyed an evening of games and social diversions.

Then came sleep beneath the gently sighing pines; the soft night calls of birds lured them on to dream-land.

Followed two weeks of a varied program, including games, boating on the lake, trout fishing, auto sight-seeing and short hikes. Only just enough activity to keep them in good form and stimulate appetite.

How happy had been the children and how regretful was the time for leaving. All had become bouyant and vigorous. Every movement betokened renewed vigor coming from restful recreation.

Later, Bill Jones computed the cost of his trip, and found by comparison with what John Smith told him, that it had cost but very little.

Yes, the Jones' HAD their vacation!

Provisions of State Compensation Law

Claim Agent Explains Various Features Whereby Employees Receive Compensation Account of Employment Accidents

By H. D. TURNER, Claim Agent

THE Workmen's Compensation Insurance and Safety Act of the State of California created the Industrial Accident Commission with main offices in San Francisco and a branch office at 911 Pacific Finance Building, Los Angeles, which is presided over by one of the Commissioners. He is assisted by several Referees, who conduct hearings and take evidence for the Commission.

The Commission has exclusive jurisdiction over disputes between employees and employers arising from industrial accidents. Because of this exclusive jurisdiction, a hearing before the Commission is the only remedy; courts of law and equity do not hear such matters, excepting on appeal, and an appeal may be taken only to determine whether the commission acted without or in excess of its powers; whether the award was procured by fraud; whether the order or award was unreasonable; and whether findings of fact support the order or award. The findings and conclusions of the Commission on questions of fact are conclusive.

Form of Hearings

Hearings before the Commission are usually procured by filing of a written Application on a form provided by the Commission, or by any written statement asking for a hearing and stating the facts. The Commission is not strict about form of pleadings. Copy must be served on other party by applicant as is usual in other legal proceedings. The applicant need not be represented by counsel, nor is it customary. Witnesses may be subpoenaed and their attendance at the hearing is required. Commission issues subpoenas upon request. A decision is not rendered at conclusion of hearing; the case is merely "submitted" and subsequently a written award is mailed to the parties concerned.

The Compensation Act prescribes a benefit for every employee who is injured in an industrial accident. Hospital and medical care for relief of his suffering is provided. If he is disabled for more than seven full days following the day of his injury he is entitled to a monetary payment which continues until date of recovery. This payment is based on earnings and is computed by multiplying average daily

earnings times number of days worked per week, less five percent, and sixty five percent of the remainder. There is, however, a maximum amount that anyone can draw regardless of the amount of earnings—this being \$20.83 per week. Likewise, there is a minimum amount, which is \$4.17 per week.

If the employee sustains a permanent injury he is entitled to have his injury rated by the Commission's Permanent Disability Rating Department, which gives an informal rating. The rating is in terms of percentage of total disability, and each one percent of dis-

though in some cases they have seemed to be somewhat excessive. Neither have any of our employees appealed from the award granted, indicating that the ratings have been uniformly fair to both sides. The physical condition of the injured employee must have reached a static stage before the Commission will be willing to rate the case, and this must be attested by the attending physician. If the employee has returned to work at the time the rating is received and the percentage of permanent disability awarded is in excess of the amounts of temporary, total disability payments already paid

to him, he is entitled to receive the balance of the award, paid by the week at the normal rate, notwithstanding he continues on the payroll at full salary. Permanent disability ratings of seventy percent, or greater, entitle the injured employee to a life pension after the first two hundred and forty weeks of full rate compensation.

Death Benefit

Upon the death of any employee, as the result of an accident occurring in course and growing out of his employment, his dependents are entitled to a death benefit. To those totally dependent a death benefit is due in the amount of three times the average annual earnings of the employee at the time of his decease. To those partially dependent is due an amount equal to three times the average annual contribution of the deceased employee to the support of such partially dependent persons at the time of his demise.

The maximum amount of a death benefit is \$5000. Death benefits are payable by the week, at the normal compensation rate, and payments extend over a period of four and one-half years approximately. In addition to regular death benefit compensation payments the dependents are entitled to an advance of \$150 from the amount due to be applied toward expense of funeral.

Certain persons are conclusively presumed to be totally dependent; namely, a wife upon a husband with whom she was living at the date of death, and a child under the age of eighteen years, or over that age if mentally or physically incapacitated from earning, and who was living with the deceased employee at the date of death. If one or more person is wholly dependent

Law Alone Governs Recompense Paid to Injured Employees

VARIOUS and essential features of the Workmen's Compensation Insurance & Safety Act of California are explained in detail by Mr. Turner in the article presented herewith.

Briefly stated, the Act, which has been in effect since 1913, provides that all employers of labor in this State, with a few minor exceptions, must either carry insurance or make provision to pay a benefit to every employee injured in the regular course of his or her duties. The stipulation is made, however, that such injury must be of a nature to keep the injured one away from his duties longer than seven days, after which time payment begins.

The act also provides that the employer furnish hospitalization, surgical and medical attention as may reasonably be required to cure and relieve the incapacitated one from the effects of injury received. All compensation paid is based upon the earning received by the employee at time of accident and provision is made for payment in case of death and loss of different members of the body. The maximum amount of death benefit is \$5,000.

ability entitles the employee to four weeks compensation at the normal rate. The basis for this rating is medical reports by doctors for the employee, the employer and another physician appointed by the Commission. As stated, the rating is informal, and if either party is dissatisfied he may make Application for a hearing at which evidence may be presented tending to alter the informal rating. When the Commission passes on this evidence the rating is made final.

This procedure is seldom followed by this Company. We never have asked for a hearing on an award,

and one or more partially dependent, the whole amount may be paid to those totally dependent, within the discretion of the Commission. Of those wholly dependent the death benefit shall be equally divided between them. Between those partially dependent the death benefit shall be divided in proportion to the relative extent of their dependency.

Other Provisions

Employees injured in the performance of their duties through the negligence of third persons, have a right of action of course against such third person, but in addition such employee may elect to accept the benefits of the Workmen's Compensation Act without relinquishing any of his rights of recovery against the negligent third person. In such event, however, the employer is subrogated by law to the rights of the injured employee, and accordingly has a right of action also against the negligent third party to the extent of the employer's liability for compensation. Compensation includes not only the cash payments of indemnity, but also the value of hospital and medical care provided for the employee's relief. The benefits of this provision accrue equally to the insurance carriers who for that purpose stand in the shoes of the employers. This is true, notwithstanding the insurance company has collected from the employer a premium for the risk it carries.

Compensation Assured

Every employer of labor, excepting certain excluded employments, such as household domestic service, farm, dairy, agricultural, viticultural or horticultural labor, or persons engaged in stock or poultry raising, must either carry a policy of compensation insurance with a company accredited with the Industrial Accident Commission, or must give a bond satisfactory to the Commission guaranteeing that payments of compensation will be made as and when due. The Pacific Electric Railway Company, like many large corporations, furnishes a bond, and makes compensation payments from fund set aside.

Where the employee is injured through his own serious and wilful misconduct, compensation shall be reduced one-half, except where the accident results in his death or causes a permanent injury equal to or in excess of seventy per cent of total. Likewise, the serious and wilful misconduct of the employer, may increase the normal compensation by one-half. Wilful misconduct is distinguished from negligence in any degree. Regardless of the negligence of either the employer or the employee the compensation must be paid.

Contributory negligence, one of the common defenses in an action at law, is not available to the employer; neither is the Fellow Servant Rule, nor the doctrine of Assumption of Risk. Because these defenses are denied the employer to balance the situation, his liability is limited in any one accident by the fixed schedule of compensation

provided by the Act. As a result, every employee who is injured is entitled to recover damages, in the form of compensation, regardless of any question of negligence, whereas before the Act damages were paid or not according to the legal merits of the employee's claim.

The fact that negligence is not a factor in a claim under the Act, relieves the injured employee of the burden of establishing a liability situation upon the facts of the accident, and relieves the employer likewise of the burden of defending against an employee's claim wrongly or inaccurately framed. There can be no litigation between employer and employee, under the Act, the Legislature which enacted it has worked a great good to the industrial situation in California.

SELECTION OF TRAINMEN FOR SAFETY WORK ANNOUNCED

Official bulletins notifying Trainmen of their appointment on Division Safety Committees for the months of July, August and September were issued late last month by the Superintendents of respective divisions. The selections made for each division are as follows:

Northern Div.: H. C. Hampton, Conductor, Macy Street; Frank Breen, Motorman, Pasadena; C. F. Kinne, Conductor, Pomona; A. V. Ringo, Motorman, San Bernardino; R. M. Jones, Conductor, Macy Street; E. F. English, Motorman, Macy Street.

Western Div.: J. M. Stanford, Conductor, L. A. St. Yard; R. B. Hooper, Motorman, Sherman; J. Knecht, Conductor, Ocean Park Car House; W. W. Byers, Motorman, Hill St. Station; C. A. Fuller, Conductor, Sherman; S. J. Broswell, Motorman, Sherman.

Southern Div.: F. S. Robey, Conductor, L. A. Street Yard; E. E. Stearns, Motorman, L. A. Street Yard; L. J. Lockwood, Conductor, Watts; I. C. Colt, Motorman, Long Beach; F. W. Swartz, Conductor, 8th and Hemlock; J. N. Armstrong, Motorman, 8th and Hemlock.

P. E. CAMP VISITOR LAUDS RESORT AS IDEAL ONE

"Now that the vacation period has arrived and every one is figuring where they are going to spend their two weeks," writes A. E. Ockerman, Chief Clerk, Wilmington Pier A, "I cannot refrain from mentioning the Pacific Electric Vacation Camp.

"It was the writer's good fortune to visit this Camp last month for a period of two days, and it certainly was a revelation to me to discover what a wonderful play-ground the Company has provided for its employees. It has been my privilege to visit Yellowstone and to have had the pleasure of spending an entire year in Yosemite, which are considered to be Nature's greatest play-grounds, and I would like to go on record as stating that the Pacific Electric Camp, taking into consideration its location, its surroundings, and the comfortable quarters that the Company has provided, stacks up with the best in the country. The ride from San Bernardino to the Camp is one never to be forgotten, and I think it is one of the most inspiring sights that the human eye could witness.

"Arrowhead Lake, itself, is beautiful and a fisherman's Paradise. The Company has provided an exceptionally fine launch and row boats, which we can use at our pleasure. The trails surrounding the Camp are very fine, and one that desires to take an early morning hike before breakfast will find these to their liking. At night there is dancing, bon-fires and other forms of amusement to occupy ones time. The bungalows are about the most complete and best arranged I have ever seen, and everything in the way of light-housekeeping is provided for. If one does not care to cook they can obtain their meals at the Dining Room at a very low cost. I feel each employee of the Company should take advantage of the opportunity offered by this Camp and take in this trip, and I feel sure, once seen, it will become a yearly habit.



Dancing parties each evening on new maple floor constitute one of the many pleasant diversions of a stay at the P. E. Camp.

Revision of Camp Rate

AS EXPLAINED in the adjoining statement by Mr. Pontius, a revision of Camp charges has been made, the same being effective at once. They result in a very material lowering of former charges made and also make effective reasonable charges for individual breakfast items for those who do not indulge in a heavy early day meal.

Those employees who have already spent their vacations at the Camp this year and paid former charges for lodging are entitled to and will receive refund based on present prices by applying to Mr. Vickrey.

The following are the new rates now in effect:

Weekly Rates

	Per Week
Tent Cottage (family).....	\$ 7.50
Single Cabin (family).....	12.50
Double Cabin (family).....	17.50
Guests, add per guest.....	4.00
Dormitory, Single.....	5.00
Dormitory, Double.....	7.50
Guests, add per guest.....	3.00

Day Rates

	Per Day
One Person, Dormitory.....	\$1.00
Two " ".....	1.50
Two " Tent Cottage.....	1.50
Two " Single Cabin.....	2.00
One Guest, Dormitory.....	1.50
Two " ".....	2.00
Two " Tent Cottage.....	2.00
Two " Cabin.....	2.50
One Guest in Cabin with Employee	1.50

Employees may double, occupying same quarters, and save money as follows:

	Per Week
Tent, Cottage, occupied by 4 or less.....	\$10.00
Guests, add per Guest.....	1.00
Single Cabin, occupied by 4 or less.....	15.00
Guests, add per Guest.....	2.50
Double Cabin, occupied by 6 or less.....	20.00
Guests, add per Guest.....	2.50

Meals—Employees' Rates

Breakfast.....	\$.50
Coffee and Toast.....	.20
Coffee and Hot Cakes.....	.25
Fruit.....	.10
Lunch.....	.75
Dinner.....	.75

Meals—Guest Rates

Breakfast.....	\$.75
Lunch.....	1.00
Dinner.....	1.00

Number Two

"He was newly arrived in this country from Sweden and was none too familiar with the use of the telephone, so he took down the receiver and demanded: 'Aye vant to talk to my wife.'"

"Central's voice came back sweetly, 'Number, please!'"

"'Oh,' he replied, 'she bane my second vun.'"

However—No Fear of Foreclosure

Husband: "Well, I have just paid the doctor \$10 on our bill."

Wife: "Thank heaven, two more payments and the baby is ours."

New Rates Authorized For P. E. Camp

Just before going to press with the Magazine the following message was received from D. W. Pontius, Vice President and General Manager, who has just finished a week's outing at the Pacific Electric Camp.

"I HAVE just finished one of the most pleasant and restful visits I have ever had at the Pacific Electric vacation camp, and during my week's sojourn in the mountains I visited all of the mountain resorts in that region for the purpose of comparing them with our own.

"I found that our Camp is by far more beautiful and better located, viewed from many angles, than any other mountain resort, and offers many things for enjoyment and comfort not found elsewhere.

"After due consideration of the matter, and counting the cost, together with the management's desire that the Camp may be made available to every employee of the Pacific Electric Railway at the lowest possible cost, I have authorized and put into effect a cheaper schedule of rates from those recently quoted and trust employees will avail themselves of them.

"Arrangements have also been made for those who have visited the Camp prior to this time that they may receive refund of the difference between rates now in effect and those paid prior to this time, during the present year.

"I believe that with the new rates in effect employees can live at the Camp almost as cheaply as they can in their own homes, so that a vacation in our resort will not prove financially burdensome, and will also be very beneficial to them. In my opinion there is no better nor cheaper way of spending a vacation than is offered at our Camp."

WEEK-END PARTIES TO VISIT CAMP THROUGHOUT SEASON

Week-end and short stays at the P. E. Camp are destined to become very popular following plans made early this month to provide special low rates for those desiring to make such trips to our scenic camp.

Henceforth lodgings, where two persons occupy the same cabin or tent, will cost but \$1.50 per night, or 75-cents per night per person. On this basis, with breakfast fixed at 50-cents, luncheon and dinner at 75-cents, the total cost per day at the Camp, for those desiring to purchase meals in cafe, will aggregate but \$2.75 per person.

Equally attractive is the fact that meals for children, under 12-years of age, cost but half the regular charge, as will likewise lodging.

At a meeting of the Executive Committee of the Club early this month it was decided to make an effort to stimulate interest of employees in short stays. C. S. Swartz, Chief Clerk of the Purchasing Department, was selected as Chairman of a Committee who are to arrange pilgrimages on week-end jaunts to the Camp. Every effort will be made to relieve from their duties those who have made reservations to attend these week-end trips.

The Committee selected to arrange details for such pilgrimages will shortly announce themselves in the various departments with full details of the plans made for pleasure of those at-

FREE FEATURES AT CAMP

Unlike all other resorts, the Pacific Electric Camp in addition to making an "at-cost" rate for accommodations and maintenance, offers to visitors many free features which are not to be found as a gratuity at any of the commercial mountain resorts.

At all other resorts there is a considerable amount of side entertainment operated as concessions and charges are made therefor, which in the course of a vacation will run into quite a neat sum of money. There are and need be no extra expenses at the Pacific Electric Camp, lodging, food purchased or meals and bus fare representing the only items of expense to the visitor.

Among the free features offered are: Auto sight-seeing trips around lake. Frequent launch trips around lake. Swimming in plunge.

Dancing and evening diversions in social hall. New dance floor is 100 per cent perfect.

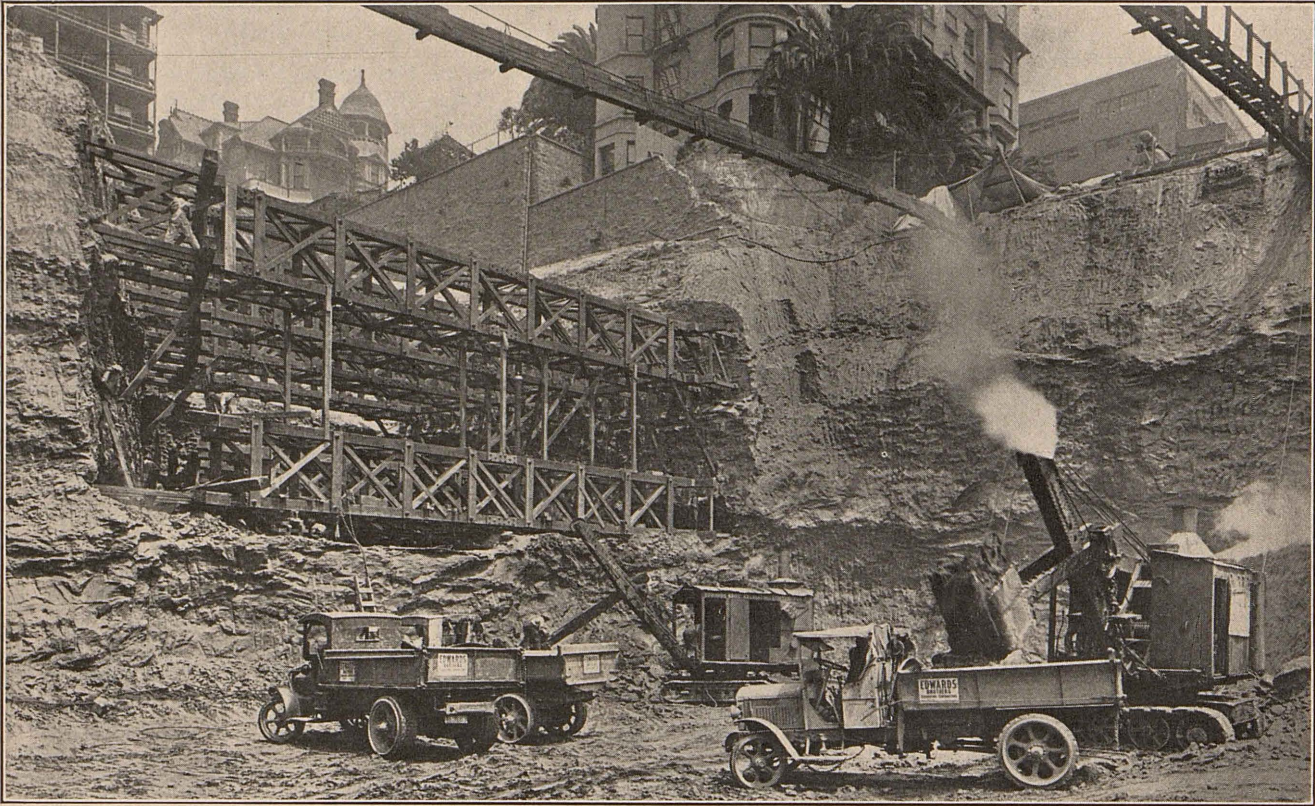
Use of row boats on lake for fishing. Auto shelter.

Weinie, marshmallow and corn bakes.

tending. The first trip will be made over Saturday and Sunday, July 11th and 12th.

At the attractive prices offered it is expected that each week-end henceforth will see the Camp crowded to capacity, a condition which should exist in view of the attractions and prices available and the large outlay the management has made for our recreation.

RAPID PACE CONTINUES AT TERMINAL SITE



Progress on Hill Street terminal continues at rapid pace, 75% of excavation on site having been completed on July 10th. Picture herewith shows extent of excavation being made, the timbering being temporary support insuring permanency of side walls pending completion of structure.

NOT only has the excavation work being done by the contractor on the site of the new subway terminal progressed most satisfactorily during the past month, but equally gratifying have been the strides made by our own forces in the several features of work being carried on. Of further importance is the fact that there is every indication that the excellent progress of recent weeks will be continued.

Excavation of the site for the building and subway, involving the removal of 100,000 yards of earth was about 75% completed early this month. Forty-five trucks and three steam shovels are working 16 hours daily in excavating the site to receive steel foundations, which have been fabricated and are ready for delivery and installation. Underpinning work on adjoining buildings is rapidly nearing completion and will be finished well in advance of excavation work.

Beginning late last month electrical forces began the installation of trolley feeders and overhead catenary trolley wire construction.

The excavation through Olive Street and former school property, on west side of Olive Street, approaching the eastern portal of tunnel, is nearing completion. This excavation is being made to care for steel and reinforced concrete structure leading from rear of

terminal station to portal or entrance of tunnel.

Early this month work was begun on the installation of track connection at First Street and Glendale Boulevard, following which the laying of 90-pound rail through the tunnel will be begun. Both rails and fittings are on hand.

The \$120,000 power substation at 1st and Toluca Streets, built to supply additional power on account of heavy operations through tunnel, was completed and placed in service on June 15th.

SUMMER CLASSES STARTING

Summer classes are now starting in the various institutions of learning throughout Southern California and those wishing to take up some study this summer should get in touch with Educational Advisor Hill at the Pacific Electric Club.

The following subjects are being given without cost in evening classes from 7 P.M. until 9 P.M., and Mr. Hill has a fund of information that will be helpful to students in getting underway with their studies:

Accounting, Bacteriology, Blue Print Reading, Bookkeeping, Business English, Calculating Machines, Chemistry, English, Law, Mathematics, Machine Shop, Mechanical Drawing, Music, Penmanship, Public Speaking, Spanish, Stenography, Typing and Welding.

SHRINE WEEK TRAVEL FALLS SHORT OF EXPECTANCY

Records of travel during Shrine Week, June 1st to 6th inclusive, showed rather disappointing results from a volume standpoint, considering the large number of visitors in the city during the festivities. Unfortunate rains during two days of their stay did much to reduce travel expectancy.

Extra service was confined for the most part to Wilmington, Pomona, Exposition Park, Beverly Hills and Hollywood, although special cars were also operated from Whittier, Santa Ana, San Pedro, Pasadena and Santa Monica. A total of 13,800 passengers were handled by special cars, which numbered 230.

On Thursday night, June 4th, following parade and electrical pageant at the Coliseum, service was operated on many lines, several cars leaving the 6th and Main Street Station as late as 2:00 a.m. Some 1500 passengers were carried to their homes, thus exemplifying the usefulness of Pacific Electric to the communities it serves.

Throughout the week a high standard of service was rendered, due to the splendid co-operation of all employees and departments and thoroughness of plans made. Many expressions of praise were received and heard upon the excellent quality of transportation furnished.

Motor Coach Musings

By J. A. BIRMINGHAM
Manager, Motor Coach Service

	Miles Operated		No. of Accidents	
	1925	1924	1925	1924
Jan. . .	348,366	257,550	46	56
Feb. . .	316,747	264,994	28	48
Mar. . .	350,852	317,933	43	57
Apr. . .	341,205	301,417	45	48
May. . .	339,479	333,976	32	56

IN LOOKING over the records of accidents in which our motor coaches were concerned, it is gratifying to note that each month of this year has shown a decrease in number of accidents over the same month of 1924.

Since we are operating a larger number of coaches and the reports of automobiles licensed indicate a steady increase in other vehicles on the road, the explanation would appear to be "more careful and expert work on the part of our operators."

The correctness of this explanation will only be demonstrated by our continuing to show such a decrease for a considerable time.

That we will never be able to eliminate all accidents, may be accepted as a fact, for a certain number may be classified as "unavoidable." This, however, leaves the larger number as those for which some individual is to blame. This being the case, if we ever do reach that state of perfection where no unavoidable accident can be held against us, there will still be the "other fellow" to worry about.

Motor coach operation is a vocation all its own. Not only must a successful operator know exactly what he should do and how to do it, but he must develop a sort of instinct which will enable him to guess what the boy in the flivver, with one arm around his girl, is going to do long before the boy himself has any ideas on the subject.

Being responsible for the safety of a load of passengers is a serious business and only men who fully realize this fact should attempt it. It is not enough that we protect the people in our charge from actual injury, but we must also use all our skill to prevent those near accidents and narrow escapes which, to a nervous person, may have a serious effect.

We are making a splendid beginning this year and, with the help of every operator, we shall establish a record which will be hard to excel.

SAN BERNARDINO SHOOT

A Special Shoot will be held at San Bernardino on July 12th at 10 a.m. at Pickering Park in honor of the Rod and Gun Club members of Los Angeles. Plans are being made to have a good turnout on this occasion and there will be many valuable prizes to contest for.

Keep in mind that Pickering Park is a fine place to spend a pleasant day, so bring the family along.

Don't forget to bring a new member at the next meeting.

Moving State's Perishable Crop

Some Highlights of Demand Made Upon Carriers to Move Products of California's Soil

By EARL W. HILL, Educational Advisor

THE Pacific Coast Regional Advisory Board Conference was held in Fresno June 20th. Reports were received from shippers and growers of western products to determine the amount of railroad equipment that will be needed to move these products to the eastern markets this summer.

The greatest problem, and more particularly pertaining to California, is the movement of perishable commodities requiring the use of refrigerator cars, and to have on hand adequate car supply when the fruit and vegetable crops are ready for market.

The shipment of grapes alone will require the use of 75,000 cars. To obtain a more definite conception of the magnitude of this crop, if put in one train would extend over a distance of 710 miles, or from Los Angeles to Deming, New Mexico. If the flagman on the rear of this train wished to speak to the engineer and he would walk steadily for eight hours a day, it would take him thirty days to walk from one end of the train to the other. And this is only one of our California products—grapes.

Besides these we will have 17,000 cars of tree fruits, 36,000 cars of citrus fruits and 52,500 cars of vegetables and onions, making a total of 180,500 cars of California products. If placed in one train would extend a distance of 1,709 miles, or from Los Angeles to Kansas City.

To meet this enormous demand for refrigerator cars to handle these products, the western carriers will use all of their own refrigerator equipment and will obtain from the eastern carriers 25,000 cars of this type.

Increased Efficiency

The refrigerator cars of the nation today represent an investment of \$400,000,000, or the amount of money spent in building the Panama Canal. For moving this mammoth crop the rail carriers will receive approximately \$72,000,000. Although the freight paid for railroad transportation seems an enormous sum, yet the rates on American roads are the lowest in the world. The average rate on a ton of freight carried one mile is approximately one cent. For equivalent service English railroads receive three times as much, and French and German roads about four times as much. Railroad operating costs today are over 100% greater than they were at the outbreak of the war, but income from the transportation of freight and passenger is only 50% higher. This situation has been met by getting more tons of freight in a car and more cars in each train, and more work out of each shop.

On one of our great trans-continental roads entering Los Angeles, the

revenue received for hauling a ton of freight one mile in 1914 was 1.007 cents, and in 1924 was 1.285 cents, an increase of 28%; for carrying a passenger one mile in 1914 was 2.175 cents and in 1924, 3.189 cents—an increase of 47%. The total operating expenses for 1914 were \$6,735 per mile of road operated, and for 1924 were \$14,396 per mile, an increase of 114%. Taxes for 1914 were \$506 per mile and for 1924 were \$1,499 per mile, an increase of 196%, making a total of operating expenses and taxes combined for 1914 of \$7,241 per mile and 1924 of \$15,895 per mile, an increase of 120%.

The important facts are that there was an increase of 79% in volume of freight traffic, 15% in passenger traffic, 114% in operating expenses, 196% in taxes, 47% in passenger fares and only 28% in freight rates.

Dependency of Transportation

Railroads must not only keep pace with industrial and agricultural developments of the nation, but must constantly improve and enlarge their transportation facilities in anticipation of future expansion. The growth and development of the United States is more dependent upon the growth and development of its transportation system than on any other single agency.

The growing tendency of our railroads today is to give the shipper his best and most efficient service in the spirit of co-operation, and they should receive from the public an assurance of good faith that will warrant further expansion and improvements based upon a fair return on their investments.

AGENT WEIBER IS VICTIM OF ACCIDENT WITH AUTO

W. F. Weiber, veteran Agent at Santa Monica, was the unfortunate victim of a serious automobile accident in the beach city on June 10th last.

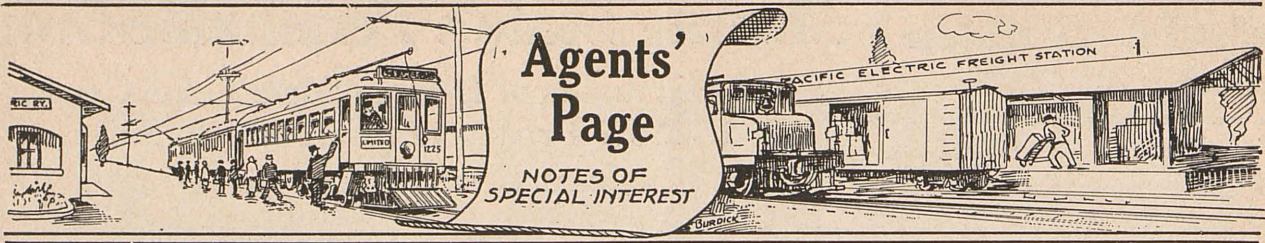
While driving a car and passing a truck his machine was side-swiped by the heavily laden vehicle, crushing Weiber quite severely about the limbs and body. Indications are that he will be confined several months before recovering. He is confined at the Loamshire Hospital in Santa Monica.

Mr. Weiber is one of the oldest Agents on the system in point of service and many friends are grieved to learn of his misfortune.

Or Chew Tobacco

"Us women," said the suffrage reader, "can do anything a man can."

"Yeah," sneered the cynic, "let's see you grow a beard."—Ranger.



Need of Proper Filing Freight Claim Papers

By A. E. NORRBOM,
Chief Clerk, Freight Traffic Department

PPROMPT settlement of freight claims is a very good record for any railroad to maintain, as delay in settlement of claims occasionally results in the loss of a patron, with the consequent loss of freight revenue. Therefore, any means of expediting the final disposition of a claim merits the careful consideration and attention of all concerned in the preparation and handling.

A claim properly supported by the necessary documents, together with the agent's record, is halfway on the road to payment.

To enable a freight claim investigator to determine the liability of the carrier, or carriers, involved in the transportation of the shipment, the claim, if presented for loss or damage, should be accompanied by the original bill of lading, paid freight and the original, or certified copy, of the invoice, together with a statement and any records the claimant may have indicating liability of the carriers.

In the presentation of an overcharge claim it should be accompanied by the original paid freight bill and if the claim involves an alleged overcharge on account of misrouting or predicated on liability based upon valuation, it should be supported by the original bill of lading; or, in the absence of paid freight bill and bill of lading, the claim should be supported by the usual form indemnifying the carrier by reason of payment of the claim without those documents.

When the claim is received from the claimant by the Agent it should be carefully reviewed to determine that it has been properly supported and the agent should then transmit the claim immediately to the Freight Claim Agent, giving as much information as possible to assist in its disposition; attaching or giving references to any reports dealing with the shipment involved, particularly the Inspection or OS&D Report.

The OS&D Report plays a very important part in the disposition of a claim, many times permitting the immediate payment of same. This report, in addition to being very valuable after presentation of a claim, is also a preventative of freight claims in many instances where loss is involved,

as it enables the Freight Claim Prevention Bureau to institute an immediate investigation to determine what became of the shipment, and if it is located, to have it promptly forwarded to the proper destination.

Appreciating the importance of OS & D Reports and the benefits to be derived therefrom, they should be promptly issued by the receiving Agent and answered by the forwarding Agent, embodying therein a detailed statement as to the actual condition of the shipment. All information asked for on the report should be included therein, as the absence of certain information decreases the effectiveness and benefits to be derived from the report.

The shipper or receiver of freight rightfully expects the carrier to promptly reimburse him for any loss sustained to the shipment while in transit and appreciating our responsibilities to our patrons, we should endeavor to do everything possible to assist in the prompt handling and disposition of freight claims.

PRESENT COTTON SHIPMENT SEASON IS LARGEST YET

Some very interesting figures dealing with the number of bales of cotton handled through the local port during the season just ending are reported by Asst. Agent Stahl of San Pedro.

The Union Terminal Warehouse Company, who have handled and stored the greater portion of cotton in connection with their operation of the Municipal Cotton Compress, advise that they have handled 75,000 bales this season, or 2½ times the number handled last year. To this can be added 10,000 bales which were sent to the Municipal Compress for reconditioning before loading to steamers, or a total of 85,000 bales handled through the Compress.

We are also informed that the total number of bales handled through the port for this season is slightly in excess of 100,000, which would indicate from the present rate of increase, compared with previous years, that the port is fast becoming one of the largest export centers of this commodity.

It is also gratifying to state that our Company performs the switching service at both the Union Terminal Warehouse and the Cotton Compress and that we receive a 2 cent line haul on practically all of the cotton when moving outbound from the Warehouse to the various steamship docks in Wilmington.

MANY FREAK SHIPMENTS PASS THROUGH L. A. HARBOR

By A. E. OCKERMAN,
Chief Clerk, Wilmington Pier A

At any large port where vessels are docking from all points of the globe and taking on cargoes for European, as well as Asiatic countries, we occasionally find what would be termed "freak" shipments.

For instance, quite often as high as 1500 tons of old newspapers and magazines will move on one steamer destined to points on the East Coast, some to Gulf ports, but the biggest portion going to points in the Orient, particularly China.

These old newspapers are used for the making of paste board oddities, fire crackers, and other articles made of papier mache. Some of these shipments represent old papers and magazines coming from all over the Pacific Southwest and including copies of practically every known publication and printed in every language of the world, but the bulk is made up largely of Los Angeles daily newspapers. When the glorious Fourth arrives, and you indulge in the usual celebration, just pause for a moment and think that possibly some of the fire crackers you are enjoying yourself with represent some of the old issues of the Los Angeles papers which you have read.

We also witness large shipments of old rubber tires, old inner tubes and scrap rubber of all kinds. The majority of such shipments move to the East Coast, and are transported from there to Akron, Ohio, the rubber manufacturing center of the United States. This old rubber is placed in vats of boiling water for a stipulated time to remove all dirt and grime. It is then placed in a large vat of sulphuric acid and the chemical reaction on the old rubber destroys all fabric and other materials, leaving the rubber, which settles on the bottom of the vat, and is there taken out and made over into various rubber goods.

Possibly the most unusual shipment ever received at this port was during the present month when the McCormick Steamship Company received a shipment consisting of 133 colonies of Italian bees, each colony averaging 60,000 to 70,000 bees, which would make in the neighborhood of 9,300,000 bees in the shipment. They were brought from the Santa Ana Canyon during the night to avoid the heat, and were placed aboard the steamer "Rose City" for shipment to Astoria, Oregon, where they will be picked up and transported to Mist, Oregon.

They will be located in the burned over logging country in the vicinity of

Mist, where there is great quantities of fire weed, the blossoms of which produce a very desirable honey. These bees are the property of W. H. Pennington, who accompanied the shipment to see that they were properly fed, watered, and kept cool.

While on the topic of freak shipments, we have had occasion to handle from the Struthers and Barry steamers large shipments of wild animals, which include elephants, tigers, snakes of all kinds, monkeys of all kinds, and birds of the tropics; also lions. These consignments, as a rule, originate in India, and are consigned to the Al G. Barnes Circus, which makes its Winter quarters in Culver City.

SANTA MONICA BAY DISTRICT

By C. W. CALDWELL,
Agent, Ocean Park

There was a good yield of celery in the Venice district this season and of good quality. About 120 cars were moved to various parts of the country.

John Guest, Assistant Agent, Venice, has been relieved by Robert F. Roundtree, Assistant Agent at Watson Station on the Southern Division. Mr. Guest, is taking a ninety day leave of absence, and with his wife is visiting the scenes of their early life and old home in England. He will visit London, South Hampton and Manchester, and on return will visit relatives in Indiana.

The new buildings on Ocean Park Pier arising on the site of buildings destroyed by the fire last year, are rapidly approaching completion. About two million dollars has been invested in new structures and improvements and by the summer of 1926 you will find here one of the finest amusement resorts on the Pacific Coast.

The Bay Cities, in common with the rest of Southern California, gave the Shriners a cordial welcome, and a large number of them took advantage of the opportunity to visit our beach resorts. While "Little Sunshine," our angel child, hid herself in the garden for a day or two with her sprinkling can, every one enjoyed themselves and went away happy and apparently well pleased.

Station Problems Solved by Simple 'Pan-Switch'

THE overhead trolley construction in terminals and yards often present operating difficulties of a perplexing nature, especially when the space is limited, requiring complicated track-lay-outs to handle the terminal movements without confusion or delay.

At the Hill Street station it was found necessary to install a double slip switch crossover, in order to obtain the maximum efficiency from the limited track facilities. This in turn, introduced the problem of providing an overhead trolley switch which would permit satisfactory operation under any combination of movements possible with the double slip switch crossover, or four in each direction.

To meet the situation, a device described as a "pan-switch" was devised by the Electrical Department, which, while of extremely simple design and construction, permits satisfactory operation of the trolley wheel, under any of the possible combination of movements.

The pan switch is practically rectangular in shape, being 19 in. wide at the ends, reducing to 15 in. in the center, and 8 ft. long. It is constructed of sheet iron, 1-8 in. in thickness. Side and V shape runners are built of ¼ in. by 1½ in. by 1½ in. angle iron, and suitably bolted to the pan, serves to act as guides for the trolley wheels.

One of the problems involved in the construction of this apparently simple piece of apparatus is the location of the guides, or runners on the pan. It is absolutely necessary that there be no deviation from the angles as may be determined for the V shape guides for proper operation of the switch.

In addition, the switch requires accurate setting in being placed into position over the tracks, owing to the combination of operations required of it.

The construction of pan switches is not a new innovation on this Company's lines. There are several pan switches which are operated under equally severe conditions on the viaduct at Sixth and Main Streets, which have successfully met the service requirements for a number of years.

LOCAL HARBOR OBTAINS NEW FORWARDER OF FREIGHT

The Associated Terminals Company, a San Francisco firm doing a steamship agency and freight forwarding business, have established themselves at the local port and are now located at Berth 60 Outer Harbor, A. H. Stahl, Asst. Agent at San Pedro, advises.

This company represent some of the largest shipping interests on the Globe, among which are the Mitsui & Company, largest Japanese steamship company and the Furness Line, a British concern, who operate the largest refrigeration service in the steamship business.

In this connection, the Pacific Trader arrived a few weeks ago with 22,000 stems of bananas, or 38 carloads, and we now have a report on another steamer to arrive in the near future with some 33,000 steams of bananas on board.

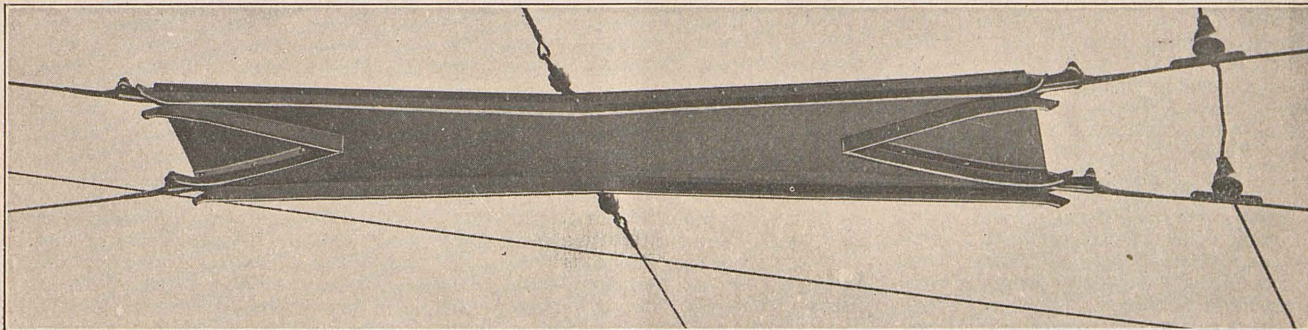
The Furness agents are now extensively working this territory and are receiving considerable cargo from various points in Southern California and adjacent territory for export, mainly for the Furness Line. From information available it is expected that this firm will attract considerable business to this port, when the organization is complete and in full operation, from which we expect to receive our due proportion, as our line performs the switching service at Berth 60.

SCIENTIFIC RESEARCH

The importance of scientific research is now realized in all branches of industry. The hit and miss rule of thumb method of other days has about passed and given way to the accurate determination and investigation of the laboratory.

It is stated that one of the cheap popular automobiles is made up of forty different steels, twelve varieties of bronze, five kinds of cast iron, eight kinds of brass, four aluminum alloys, three different babbitt compositions, pure copper and lead, or a total of seventy-four metals, or different combinations of metal.

Here is a practical example of the necessity to undertake the scientific study of the materials entering into the manufacture of a commodity.



New "pan-switch" installation now in service at the Hill Street Station. Illustration shows switch in position, together with necessary terminals for fastening the trolley wires. The guides, which divert the trolley wheels to their respective paths, are clearly shown. These switches are also very effectively used at the 6th and Main Street Station.

MAGAZINE SCRIBES VISIT P. E. VACATION CAMP



Magazine scribes and their families on occasion of outing to P. E. Camp last month.

THIRTY-ONE rather passive visitors (meaning by "passive" that said visitors were not familiar with the delights of the Pacific Electric Camp) arrived at our mountain retreat Saturday noon, June 20th.

Leaving the Camp late the following day this same party of thirty-one were converted into the greatest bunch of enthusiastic boosters that ever visited the Company's mountain vacation's home.

The party to whom we refer were none other than the tried and faithful Magazine scribes, who, month in and month out give of their time and efforts to the making of our "family" Magazine.

The occasion was one of the outings periodically given by the management to regular Magazine contributors and their families.

Camp Never Better

With cares behind and only thoughts in mind of what was in store for us, the happy group arrived at the Camp in two chartered motor coaches shortly after noon Saturday. What a change in the Camp's atmosphere greeted us. Always alluring, the Camp this year has taken on new beauty and charm that can only be seen, not described.

It is the wonder spot of the San Bernardino Mountains, made indescribably beautiful by the liberal expenditure of money and time.

Beautiful trees, landscapes and valleys enroute from San Bernardino, however pleasing to the eye, are not conducive to relieving the demands of hunger and upon our arrival all were so thoroughly in that state that each would gladly have made a meal on either tripe, sauer-kraut, prunes, pretzels, or what have you. Anti ipating our hunger, Superintendent Worley saw to it that a tempting luncheon was ready for us on arrival and each of the four bountiful meals served during our stay were beyond criticism and most satisfying to every member of the party.

While no elaborate entertainment program was pre-arranged there was sufficient amusement and pleasure jaunts to occupy almost every minute the party was in Camp. Shortly after lunch two motor launch trips were made in taking the party around the lake. Following its overhaul and improvements at the Torrance shops our launch is superior to any craft on the lake. Dancing, weinie bake, hikes over new scenic trails, a thirteen mile motor coach trip around the lake, horse-shoe pitching, croquet, plunge

bathing, fishing, etc. furnished to every member of the party amusement to his or her liking.

The ball game, in which some of the ladies joined, furnished much sport and laughter to both players and audience. Lack of condition on the part of many of the players, preventing them moving about with the grace of former years, was very much in evidence. Our good friend George Squires made a couple of dives that were gems, either of which would have made Fatty Arbuckle both envious and famous. Whenever the ball came his way his feet just wouldn't behave and stay under him. LeRoy Spafford gave a fine exhibition of how baseball shouldn't be played; he simply couldn't hold the elusive pallet. Several other of the contestants would make good on any ball field—if they could only catch, bat, throw and run.

Tune Tells Tale

Yes, the inevitable bride and groom were with us, George Perry and wife, the former Miss Floraine Kuck. Their recent trip to the altar might have been known to only a few of us but for the fact that someone was thoughtless, or thoughtful, enough to begin whistling "Here Comes the Bride," upon their approaching the crowd be-

fore taking the accompanying picture. The tune immediately became very popular and all joined in the chorus.

The party was made up of the following persons: Willis M. Brooks and wife; Fred B. Hopkins; J. L. Smale, wife and son; Frank Farnham; L. R. Spafford, wife and daughter; C. A. Elliott; C. K. Bowen and wife; Geo. F. Squires and wife; L. H. Appel and wife; A. E. Norrbom and wife; F. E. Geibel and wife; A. E. Ockerman and wife; Daniel Sanchez and wife; George Perry and wife; J. R. Moss; P. T. Porter, wife and son.

During Saturday evening's festivities in the amusement hall Fred B. Hopkins entertained with several character readings in which he displayed unusual talent.

Throughout our stay at the Camp everything was done to make the outing a pleasant one and the enthusiastic and strenuous manner in which all participated sent home a tired, but happy crowd, all of whom will remain boosters for the Camp from this date hence.

LOW RATES FOR DANCING AND PLUNGE FOR EMPLOYEES

Employees of the Company are reminded that they are entitled to special rates for themselves and dependent members of their families at the Redondo Beach Bath House, seven tickets for \$1.35, good at any time throughout the year.

These tickets can be obtained by the employee making application to the head of his or her department, who will issue Rate Order on Superintendent at Redondo Beach Bath House. On presentation of this order at Cashier's office in Bath House the book of tickets is issued in exchange for the order, the applicant paying \$1.35 for this book of seven tickets. This enables employees to have the privilege of the Bath House at less than half the regular rates.

Also employees and dependent members of their families can dance in the Pavilion at half the ordinary rates by purchasing dance tickets forty for \$1.00. These books of dance tickets can be obtained from the Manager in the dance pavilion on presentation of Club membership card or Pacific Electric Railway pass as a means of identification.

NEW TRESTLE ON SANTA ANA LINE NOW BEING BUILT

Involving an expenditure of \$145,000, construction of a new steel span and pile trestle combination bridge at Morton Station on the Santa Ana line is now well under way. This work is in connection with that being done by the Los Angeles County in controlling flood waters in a newly defined channel; \$600,000 is being spent in this district by the County.

Early last month construction forces were driving 500 feet of new crosotod pile trestle. Concrete piers are to be constructed, the same to support five 60-foot steel girder spans, making 300-foot of single track structure of this type. About 900-feet of old trestle will

More Benefit by Group and Mortuary Fund

WE ARE pleased to record a decided drop in the unusually large death list of employees of recent months, but two members of our "family" having ben taken from us during June.

Those whom death called were: Horace Edward Stearns, retired Trainman, Northern Division, Eastern District, to whose beneficiary Group Insurance payment of \$500 and Mortuary Fund payment of \$950 were made. McKay D. McAvoy, retired Air Brake Machinist, Mechanical Department, who carried \$1500 Group Insurance and also Mortuary, amounting to \$950.

Another disability claim was granted during June, making a total of 21. Ira Earl Snyder, Conductor of the Western Division, is to receive thirty payments of \$86.25 monthly in the event of his present illness continuing that length of time.

Both Mr. Stearns and Mr. McAvoy were highly esteemed by their fellow workers and rendered valiant service to this company over a long period of years. We extend our sympathy to their bereaved families.

be abandoned in old river channel and filled in.

A temporary shoo-fly trestle has been constructed over which cars will be routed during time that new structure progress makes such operation necessary. The work will not be completed until late this summer.

Flood waters at Morton Station, which is located between Lynwood and Clearwater, has been a source of considerable service interruption on several past occasions. During several winters high water at this location has made necessary the abandonment of service over the Santa Ana line.

LATE RESERVATIONS PROMISE LARGE JULY CAMP CROWD

Early this month Camp reservations coming in daily indicated that the resort would be well patronized during the month of July, although capacity has not been reached and those desiring to spend either a few days or longer can still be accommodated. Reservations should be made promptly, however, and well in advance of vacation date if possible.

Over the Fourth the Camp was well patronized, a total of forty-eight employees, their families and friends enjoying the Holiday and Sunday following amid pleasant surroundings.

Reports of highway conditions indicate that the roads were never in better condition. The county highway from Pine Crest to Lake Arrowhead, via the Little Bear Valley Route, was oiled late last month in contemplation of heavy travel.

Those who had made reservations up to July 2nd, for stays during the month of July, together with the lengths of their visits, are shown below:

- D. W. Pontius, wife and 4 guests, June 28-July 12.
- Lee Cash, wife, daughter and 2 guests, July 4-10.
- C. B. Sanderson, wife and daughter, July 1-7.
- F. M. Shanahan, wife and daughter, July 8-14.
- C. E. Mundy and wife, July 5-18.
- G. W. Dunn, wife and guests, July 2-8.
- O. A. Smith, wife and son, July 11-24.
- J. J. Lancaster, wife, daughter and son, July 17-23.
- F. E. Gillice, son and daughter, July 1-7.
- J. H. Lloyd and wife, July 12-25.
- H. O. Marler, wife and son, July 20-Aug. 2.
- A. H. Hildebrandt and wife, July 19-Aug. 1.
- R. Scarisbrick and wife, July 12-25.
- E. E. Weber, daughter and 2 guests, June 29-July 5.
- Murray Brice, wife, son and 2 guests, July 12-25.
- L. B. Sizemore and wife, July 5-11.
- C. L. Anderson and wife, July 8-14.
- R. R. Marler and wife, July 8-14.

COMPARISON OF ACCIDENTS DURING MAY, 1924 AND 1925

	Northern Division 1925-1924		Southern Division 1925-1924		Western Division 1925-1924		Motor Coaches 1925-1924	
Interferences with vehicles	83	132	89	124	165	223	25	43
Collisions and interferences with cars	2	6	2	7	10	6	1	3
Persons struck by cars	1	7	0	8	0	9	0	2
Derailments	9	4	12	14	10	14		
On and off moving cars	9	11	1	13	9	17		
Miscellaneous	19	31	29	46	31	45	6	8
Total	123	191	133	212	225	314	32	56
	D-68		D-79		D-89		D-24	
			1925	1924				
Interferences with vehicles			326	522	30.65%		Decrease	
Collisions and interferences with cars			15	22	31.81%		Decrease	
Persons struck by cars			1	26	96.15%		Decrease	
Derailments			31	32	3.13%		Decrease	
On and off moving cars			19	41	53.66%		Decrease	
Miscellaneous			85	130	34.61%		Decrease	
Total			513	773	33.64%		Decrease	

THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

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

FOR several months past, and at the present time, our Company has been carrying on an extensive advertising campaign, costing thousands of dollars, in an endeavor to acquaint the public with our properties, our service, its comforts and conveniences as a means of transportation. Especially have been emphasized the elements of Safety, Comfort and Courtesy in our operation.

In this advertising, we have made definite promises as a means of selling our service, (and that is all we have to sell) and because of these selling points, courtesy, being one of the greatest, and attention to every duty involved in delivering that service a vital part, it is necessary that every employee, in whatever position he occupies, "make good" as never before.

Always in the public eye, just now employees coming in contact with the public are doubly conspicuous. Advertisements such as are being run, draw specific attention to our actions, and impressions made now will be lasting ones.

We must prove what we claim—Safety, Comfort and Courtesy, otherwise this huge outlay to sell Pacific Electric service will fall short of accomplishing its purpose.

Let us all strive just a little harder to merit for our Company the patronage its service deserves.

QUITE a number of employees are active, with good results, in the solicitation of both freight and passenger business for our own, as well as Southern Pacific lines.

In addition to the excellent quality of service we are prepared to render, another effective argument to be made, particularly in the solicitation of freight, is the extensive manner in which our

operations contribute to the general welfare of this district.

A prospective shipper of freight cannot fail to be impressed when he is told of the number of employees working for the railway and the amount such employees receive for their services, the bulk of which is spent in his community. In the larger cities particularly, a very impressive showing can be made and our attention has been called to specific cases wherein the solicited one agreed that we deserved his business, rather than trucks.

Armed with such information we believe the results will be helpful and the Bureau of News offer to employees active in solicitation matter its services in compiling this and other information to help the good cause. Call on us freely.

WEBSTER defines Courtesy as "an act of civility; the act of kindness or favor performed with politeness."

Courtesy to be real and sincere must be dictated by one's own desire to extend a favor or courtesy, rather than by any written rule or procedure of conduct.

True courtesy emanates from the heart that is kind toward all human beings. It is spontaneous; it is given freely; it is given without hope of reward and when given in the true spirit is always gratefully received.

It is the greatest lightener of the every-day burdens of life. It costs nothing, yet is without price; and bestowed rightfully brings happiness, not only to the recipient, but likewise to the one giving of courtesy.

Courtesy wins respect, admiration and warm friendships, the greatest of life's possessions.

"Remember when you are right you can afford to keep your temper and when you are wrong you can't afford to lose it."

Wife (at breakfast): "Tom, dear, I know you gave your seat in the street car last night to an old Irishman, because you kept saying in your sleep, 'Oh, that's all right, I'll stand pat.'"

How Much of a Supervision Charge Do You Carry on Your Job?

EVERY employe pays for superintendence and inspection. Some pay more and some less. . . . That is to say, a dollar-a-day man would receive two dollars a day were it not for the fact that someone has to think for him, look after him and supply the will that holds him to his task. The result is that he contributes to the support of those who superintend him.

Make no mistake about this; incompetence and disinclination require supervision, and they pay for it—and no one else does. The less you require looking after, the more able you are to stand alone and complete your tasks, the greater your reward. Then, if you cannot only do your own work but direct intelligently and effectively the efforts of others, your reward is in exact ratio, and the higher the intelligence you can rightly lend, the more invaluable is your life.

The Law of Wages is as sure and exact in its workings as the law of the Standard of Life. You can go to the very top, and going down the scale you can find men who will not work of themselves and no one can make them work, and so their lives are worth nothing and they are a tax and burden on the community. Do your work so well that it will require no supervision, and by doing your own thinking you will save the expense of hiring some one to think for you.—Elbert Hubbard

JOURNALISTS VISIT MT. LOWE

Practically one hundred journalists from the newspaper profession throughout this district witnessed scenic gems and experienced the travel thrills of our Mt. Lowe trip when members of the Southern California Editorial Association journeyed to Mt. Lowe on Thursday, June 18th.

A special dinner was provided the party by Tavern Manager Clark, who also arranged an entertainment programme and ball during the evening of their stay. Hikes and pony trips to Mt. Lowe Summit, Inspiration Point and other scenic locations were made and a large number of the party left by special car to view the heavens through the famous telescope at the Observatory.

All seemed well pleased with the many improvements that have been made at the resort by the management recently.

SECTION OF PASADENA SHORT LINE TO BE CURBED IN

Permanent improvements affecting the Pacific Electric's right of way on Huntington Drive between Sierra Vista and overhead crossing west of El Sereno Station are to be made following approval of work order last month.

The work, involving an expenditure of \$15,750, contemplates the construction of a total of 12,360 lineal feet of right of way curbing and will confine roadbed slopes within limits of private right of way. A retaining wall, 400 feet in length, will also be constructed and the improvements will make a decided and permanently improved highway and right of way.

The work is to be started within the near future.

Oi Yoi Yoi—!

One bitterly cold day, two Hebrews were on their way home from a fishing trip. Their coats were buttoned to their throats and they had their hands deep in their pockets. Neither spoke for several miles.

Says Abe: "Vy you don't dalk?"

Says Bennie: "Vy you don't. Freeze your own handts."

Helpful Hints in Care of Teeth

Early Beginning With Child Assures Minimum Trouble and Expense in Later Years

By DR. SAMUEL A. KAUFMAN,
Dentist, Medical Department

PROBABLY one of the greatest and most important of all hygienic measures, as well as preventative, in the preservation of health, is the proper and frequent cleaning of the teeth and oral tissues. This for the reason that it has been found by our most eminent research workers that at least fifty different kinds of bacteria, which produce diseases, are ordinarily found lurking in the mouth, awaiting a weakening of the body resistance to invade in force, and by propagation, cause their particular diseases. It, therefore, seems that the least we can do is to attempt, at least, by cleaning the mouth, curtail the virility or power of these disease producing factors. Further, it is a fact that a clean tooth never decays. Of course it is almost impossible to absolutely clean a tooth unless it stood off by itself, but because of the close proximity of the teeth to each other, that is next to impossible.

We are living in an age now that makes sharp inroads on our health because of the demands of the practical world. We therefore must fortify our children by beginning early to teach them the real necessity of cleaning their teeth. As soon as a child becomes of reasoning age, wherein they can understand what is said, it should be part of their daily routine, the brushing of their teeth.

Small soft brushes are preferable and any good tasty tooth paste will do. Remember that soap is really required to wash the face and therefore, paste is necessary for cleaning of the teeth since 90% of it is castile soap.

Early Attention Vital

The baby, or milk teeth, are indeed of very great importance to the future development of the permanent teeth and their preservation is essential, for they guide and maintain the relationship of the permanent teeth. The baby roots are gradually absorbed, or dissolved, so the permanent teeth forms are developed right under them. Just as soon as the permanent tooth is ready to erupt the baby tooth is exfoliated, or lost. At times Nature needs help, for the too long retention of baby teeth sometimes is of equal harm to the too early loss of the baby teeth.

Parents often look for the first permanent tooth to erupt right in the front of the mouth by displacing a baby tooth. Such is not the case, for at the age of 6 years the first to erupt comes behind the rest of the baby teeth and is called the first, or six-year molar; it is the most important and should be cared for with much diligence.

Teeth should be cleaned at least once after each meal during the day. With adults who are so situated that this routine cannot be followed out, should do their cleaning before breakfast and at night before retiring. The brush

should be so constructed that the bristles will get in between the teeth and thereby cleanse the most inaccessible spots. It should be held firmly and used from the gums down to the free margins of the teeth on the upper teeth inside and out; and from the bottom up on the lower teeth, massaging the gums also, which stimulates a healthy even flow of blood to the gums, keeping them healthy.

Work in Schools

The schools of the country are finding the dental care of children an important factor in the matter of improving the ability of children to absorb their teaching, requiring least time to make grades and consequently less money in the pay of teachers and avoiding clogging up the schools. Tests made in various cities in the poorer districts, wherein one class was treated by dentists and another not, that by removing all the infection possible, that the children were far brighter, healthier, had a brighter aspect of life, were more obedient and more attentive. Also it was found that their attendance was at least 25% improved.

Now in all the larger, more important cities of the U. S. a regular dental staff is maintained and children are properly and efficiently cared for. Regular inspections are made and each child instructed to either have all necessary work cared for by the family dentist, or that they will do it. By doing this, mouth arches are preserved, not so many mal-posed or mal-positioned teeth are noticed, for the care of the temporary teeth prevents this by maintaining the proper spaces for the permanent teeth to erupt.

THE CHECKING OF REGISTER AGAINST SUPERIOR TRAINS

By J. E. WAGNER,
Train Service Instructor

IT MUST be thoroughly understood that the new rule book does not permit the meeting of extras by register. Therefore, when a train is restricted for an extra train, the restricted train cannot leave that station unless the extra can be seen or a train order is received superseding or annulling the restriction or stating that the extra has arrived. This is necessary because an extra train may run into the same station any number of times on the same day, while a regular train can only exist one time on any one day.

Method of Checking Register

When outbound on a first class train, check against inbound first class trains that have been due for less than two hours; also, a lower class that has been made superior.

Outbound on a second class train, check against inbound second class, a higher class in both directions; also, a lower class that has been made superior.

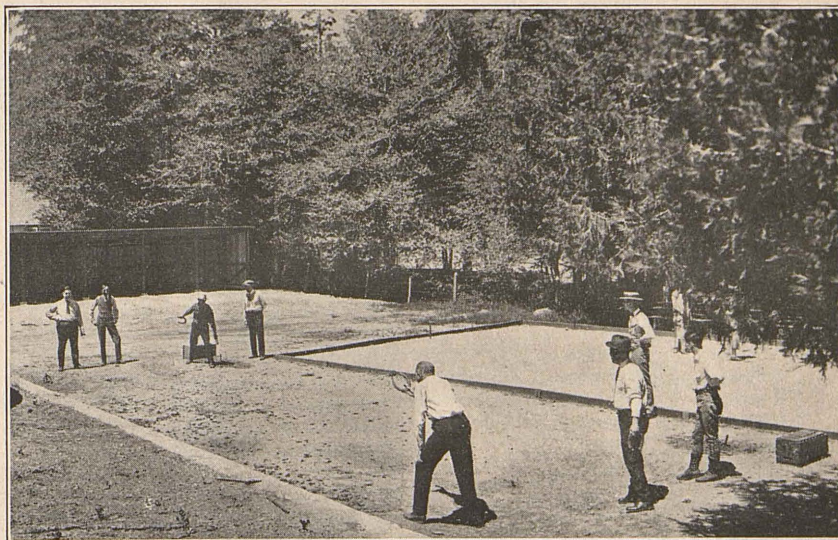
Inbound on a first class train check against outbound first class, so as to know whether or not to approach sidings and turn-outs prepared to stop until the expected train has been met; also, a lower class that has been made superior.

Inbound on a second class train check against outbound second class; a higher class in both directions; also, a lower class that has been made superior.

On an extra train, check against all regular trains for less than two hours.

In checking register care must be exercised to note if signals are displayed.

If you are on any except the leading section of a schedule, in addition to checking against the trains mentioned above, you must also check against all preceding sections of that schedule.



Horse-shoe pitching is one of the favorite pastimes of the men folks at P. E. Camp. Fred Geibel, in foreground, is seen in action.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The June meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms on June 3, at 2:00 P.M. The following were absent: C. W. Cornell, H. J. Steitz, D. J. Finley, W. E. Booth, J. A. Severance, W. T. Orr, H. Bennett, L. H. Covell, F. L. McCulley, H. A. Wilkerson, L. H. Tieman, B. B. Hottinger, J. E. Gerst, H. L. Legrand, I. J. Williams, B. Schermerhorn, F. L. Kuenette, S. A. Bishop, L. A. Lovell, and F. L. Annable.

Club Fund

Balance, 5-1-25\$ 548.41
Receipts 1,103.25

Total\$1,651.66
Disbursements 1,348.34

Balance, 5-31-25\$ 303.32

Relief Fund

Balance, 5-1-25\$ 328.10
Receipts 316.50

Total\$ 644.60
Disbursements 381.95

Balance, 5-31-25\$ 262.65

Unfinished Business

W. A. McCammond, Chairman of the Committee on the revision of the by-laws of the Pacific Electric Club, stated that the work has now been satisfactorily completed and is ready for the press. President Thorburn has written a preamble setting forth the purposes of the Club. It is hoped to place a copy of these new by-laws in the hands of each and every member who wishes one. They may be had at the office of the Club, from the Committee man in each department, or from the head of the department.

Mr. Thorburn promised to make a further check on the work order which has been sent in regarding the ventilation of the Shops in Torrance, as the Committeeman, Mr. Sutherland said that nothing yet had been done.

B. L. Brown, Committeeman from the Northern Division of the Transportation Department, gave a very good report of the entertainment which was held for the employees in Pomona on May 13th. Everyone seemed to enjoy the event, there were plenty of refreshments, a nice variety of favors and the music of the P. E. Orchestra was unusually good.

Mr. Vickrey stated that the P. E. Camp is now better equipped to take care of employees on their annual vacation than ever before. Although there has been a small raise in the rental of the accommodations it will be readily seen by comparison with other camps in Southern California that an employee and his family can spend their summer's vacation there cheaper than elsewhere, to say nothing of the

many additional features which are free, but for which a large fee is charged in other camps. A folder setting forth various fascinating features of the P. E. Camp has been mailed to the home of each employee in order that the family may see the advantages of our Camp. If anyone fails to receive a copy of this folder he may have same by calling at the Club.

New Business

The Executive Committee decided to hold the Annual Picnic for the employees at Redondo Beach on August 22. The Committee further moved and appointed Club Manager Vickrey as President of the Picnic Committee, and W. A. McCammond Secretary and Treasurer. Mr. Tyler of the Mechanical Department promised to have his team ready for the Tug of War contest and it is hoped that the employees will respond readily with offers of their help in putting on other features of entertainment for the immense crowd which always attend this event.

Absence from the monthly meeting of many Committeemen was due to the presence of thousands of Shriners in Los Angeles to attend their Annual Conclave, and as the Company was severely taxed to accommodate the thousands of visitors to the city who wished to see as much of Southern California as possible during their visit to this part of the United States, thereby making it impossible for some of the Committeemen to be spared from their various duties.

Mr. Thorburn, who was one of the week-end visitors to the P. E. Camp the week ending May 30th, reported that he had a most enjoyable time during his stay in Camp. He made the

largest trout catch in Lake Arrowhead while on this trip that has ever been made there and the specimen will be duly mounted and presented to the Rod and Gun Club to be added to their collection which is housed in a room at the Pacific Electric Club. All during the summer fish are caught in Lake Arrowhead and as the Camp now possesses eleven row-boats, those who enjoy fishing are sure of this sport while visiting the Camp.

P. E. CLUB BULLETIN

From July 10, to August 10, 1925

- Friday, July 10:**
Vaudeville at the Club, 8:00 P.M.
- Monday, July 13:**
P. E. Band rehearsal 8:00 P.M.
- Tuesday, July 14:**
Masonic Club will hold the Annual Entertainment and Ball at 8:00 P.M. in the Ball Room at the Club.
- Wednesday, July 15:**
Northern Division Safety Committee meeting, 2:00 P.M.
Trainmen's Meeting, all Divisions discontinued for the summer.
- Friday, July 17:**
General Staff meeting, 10:00 A.M.
- Monday, July 20:**
P. E. Band rehearsal at 8:00 P.M.
- Friday, July 24:**
Vaudeville at the Club, 8:00 P.M.
- Monday, July 27:**
P. E. Band rehearsal at 8:00 P.M.
- Monday, August 3:**
P. E. Band rehearsal at 8:00 P.M.
- Wednesday, August 5:**
Executive Committee meeting, 2:00 P.M.
Southern Division Safety Committee meeting, 2:00 P.M.
- Friday, August 7:**
Western Division Safety Committee meeting, 2:00 P.M.
- Saturday, August 8:**
Agents' Association meetings discontinued for the summer.
- Monday, August 10:**
P. E. Band rehearsal at 8:00 P.M.



No finer launch adorns Lake Arrowhead than our own "Lady Louise," which is available gratis to employees for cruises around the scenic lake.

NEWS ITEMS GATHERED FROM OTHER RAILWAY FIELDS

Linking Brisbane and Sydney, Australia, with uniform track gauge is now in course of completion. The railroads of Australia, which are government owned, were constructed before the country was united into a commonwealth of states, thus giving to the country a very complicated system of transportation.

In the past passengers traveling from Brisbane down the east coast to Melbourne and across to the west coast, had to change cars seven times. Freight likewise was transferred at each of these points.

News dispatches under date of June 20th told of an immediate campaign to combat competition of motorbus and private automobiles throughout the mid-west. Plans announced contemplate the slashing of round trip rates for Sunday excursions; in a number of instances the reductions will be two-thirds of the regular one-way fares. The lead in the campaign has been taken by the Chicago & Northwestern Railroad.

Tennessee legislation which prohibits, after October, the operation of one-man cars, will be contested by the Knoxville Railway in a suit brought against the State. The measure is contested principally on the ground that it contains arbitrary classification in which cities under 30,000 population are exempted.

The Knoxville Railway operates 51 one-man cars and cite that to be deprived of them in service would increase operating expenses some \$115,000 annually.

After making an intensive traffic survey the Board of Transportation of New York City have reported that it will be impossible to finance Mayor Hylan's municipal subway system and operate on basis of 5-cent fare unless an assessment of \$325,000,000 is levied against private real estate.

Asserting that its net return last year was 3.9 per cent and that expenses of \$7,000,000 are in immediate prospect, the Key System Transit Company applied last month to the State Railroad Commission for a rate survey looking toward higher fares.

Two new ferry boats, new cars, busses and other equipment must be purchased if service is to be maintained, said the application.

The company believes it should have an 8 per cent return.

Now You Tell One

Sambo—Look heah, big boy! Don't youall mess wid me caus Ah's ha'd. Las' week Ah falls on a buzz saw and busts it com-plete-ly.

Rambo—Boy, you ain't had'd. Whah Ah comes fum de chilluns play tiddle de winks wid de sewer covers.

Death Ends An Epochal Railroad Career

WITH the passing on June 15th of Julius Kruttschnitt, retired Chairman of the Executive Committee of the Southern Pacific Company, the railroad industry lost one of the nation's foremost operating officials. Particularly sad is that his death prevented long-cherished plans for foreign travel and leisure to intensively study the sciences of astronomy and physics, which privilege had been denied him on account of the tremendous demands of his position.

Mr. Kruttschnitt's death resulted from heart failure following a minor operation in a New York hospital; he had progressed nicely after his ordeal and his complete and early recovery was expected, following which he had planned a European tour.

A graduate of Washington & Lee University as a civil engineer, Mr. Kruttschnitt's first work in life was as a school teacher, which he followed for five years. His ambition to pursue railroading as a career came in 1878 when he was engaged as assistant engineer for Morgan's Louisiana & Texas Railroad, being in charge of constructing fourteen miles of line through a low, marshy country. He showed such aptitude that he was immediately made roadmaster and later Chief Engineer. His advancement to position of greater responsibility followed with comparatively frequent regularity.

Briefly stated Mr. Kruttschnitt's rise to the heights he attained was as follows: In 1885 he became Asst. General Manager of the Southern Pacific lines in Louisiana and Texas; in 1889 General Manager of same lines; in 1895 General Manager of all Southern Pacific Lines; in 1898 he was made Vice President. Followed in 1904 his appointment as Director of Maintenance of Southern Pacific and Union Pacific line and in 1913 he was made Chairman of the Board of Directors, Southern Pacific Company, which position he retired from, effective May 31st last.

In addition to his commanding position in the transportation field, Mr. Kruttschnitt was a director of the Western Union Telegraph Company, the Harriman Natl. Bank, U. S. Mortgage & Trust Co., and the California Institute of Technology. During the war he served as a member of the Railroad War Board which assumed the task of expeditiously moving troops and supplies through emergency consolidation of primary carriers.

Aside from his recognition and rank as an engineer and operating execu-



Mr. J. Kruttschnitt

tive, this notable character had many worthy traits and characteristics. While known as a disciplinarian, he was fair in all his dealings with both workers and the public. Good railroad "house-keeping" was an everlasting hobby with him.

An incident is recalled upon the occasion of his last visit to California; he observed a particularly striking piece of road-bed work and upon reaching Los Angeles asked that the section foreman in charge of it be sent to him. It was a rather awed individual who timorously approached the private car of the Southern Pacific's ranking executive. His discomfiture was short lived, however, when informed that his good work had been observed and that he had been called to receive compliments upon it.

The high rank he achieved in the transportation field did not lessen his regard and friendship for his fellow workers and comrades during the early day of his struggle upward. He was frequently heard to call them by their first names and the heartiness of his receptions won the ever-lasting goodwill of many a veteran. His excellent memory of dates and faces was another striking characteristic.

Mr. Kruttschnitt was nearly 71 years of age and devoted forty-eight years of his life to the railroad industry.

FARE INCREASES EFFECTIVE ON MOTOR COACH LINES

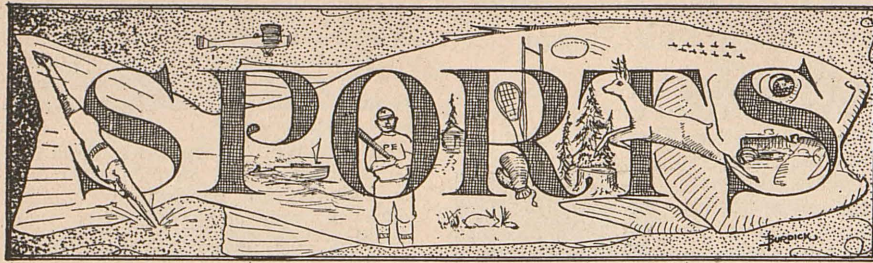
On Friday, July 10th, an increase in fares on the Los Angeles Motor Bus line became effective as follows:

The 6-cent fare in the Hollywood outer zone to be increased to 10-cents, which includes transfer privilege in the outer zone.

The 10-cent fare, which has been in effect since the lines were placed in operation, remains the same; that is, passengers paying the 10-cent fare in the Hollywood outer zone can ride the coaches to the business district and transfer to the lines of the Pacific Electric or Los Angeles Railway which intersect the bus lines, within the inner zone limits of the Pacific Electric Railway, or the 5-cent limits of the Los Angeles Railway. Exception: Transfers will not be issued or honored to or from lines of the Los Angeles Railway or Pacific Electric Railway east of 8th and Vermont Avenue on the Vermont Avenue-Griffith Park coach line, or east of 6th and Rampart Blvd. on the Sunset Blvd. coach line.

On the Vermont Avenue coach line and Vine Street coach line, the 6-cent fare remains in effect; that is, 6-cents within the Hollywood outer zone limits. This fare, which does not include transfer privilege, is 10-cents.

In addition, there will be placed in effect a school commutation ticket at 6-cents per ride. This ticket will be good within the Hollywood outer zone, with transfer privileges between Los Angeles Motor coach lines and Pacific Electric Railway lines.



BIG CROWD AND GOOD SCORES MARK MONTHLY SHOOT MEET

Some good scores, perfect weather and an attendance numbering about sixty persons participated and witnessed a day of good sport at the Los Cerritos recreation grounds on Sunday, June 28th.

Members were honored by the presence of several distinguished visitors, among whom were Mr. Bostick, representative of the Dupont Powder Company, Lou Reed of the Tufts Lyon Company and D. E. Voyer of the Wood-Jackson Arms Company. Mr. Reed gave us an exhibition of how blue rock shooting should be done; he only broke 99 out of a 100.

Among our own shooters to distinguish themselves for the day were our good friend J. L. Cowley, who finished with a score 94x100; W. J. Hodge and F. L. Manley who were close on his heels with 93 and 92x100 respectively. Cowley was awarded a beautiful pair of gold cuff links. J. W. McDonald, who had just purchased a new gun and had Mr. Spafford fit it with a recoil pad, stepped up and broke 42x100 the first time he had ever shot with us. The form he displayed will make him a contender for some of the many handsome prizes awaiting the season's best shooters.

A glance at the scores below will show that the shooters were in somewhat better form than usual:

J. L. Cowley.....	22-23-24-25
W. J. Hodge.....	22-22-24-25
F. L. Manley.....	23-23-23-23
B. F. Manley.....	21-23-23-24-24-24
H. Smith.....	20-23-23-23-24-25
L. R. Spafford.....	22-22-23-24-24-24
L. V. Thompson.....	19-21-24-25
E. R. Smith.....	18-20-21-21
A. B. McLeod.....	17-18-18-18-20-20
J. M. Geopfert.....	14-16-17-17-18
W. L. Weber.....	13-14-15-16-23
E. J. Hasenyager.....	6-11-11-15
Mrs. L. R. Spafford.....	14-14-15
D. L. Robertson.....	13-16-21
A. I. Williams.....	18-24
J. W. McDonald.....	21-21
Helen Spafford.....	14-20
S. Berg.....	9-11
D. L. Foyle.....	12

ROD AND GUN CLUB SHOOT

The next P. E. Rod and Gun Club shoot will be held at the Los Cerritos Recreation Grounds on Sunday, July 26th. A very large attendance is anticipated, due to the very good marks made at the previous shoot.

ACCOUNTANTS BALL TEAM WIN SIX STRAIGHT GAMES

Seven is a Lucky Number for P. E. Accountants Baseball Team.

Since the last issue of the Magazine the Accounting Department team has continued its winning streak and won its sixth consecutive victory by defeating the strong T. V. Allen Co. team for the Commercial League leadership. They might well be called the crack crap-shooting outfit, as the last five games have all been won by a score of seven runs.

The pitching of Sciaroni and Steube has been a big factor in the teams' success, as is also the uncanny hitting in the pinches by the team as a whole. If the team can get by its seventh victory on July 11, over the Western Electric at Ross Snyder Playground, it is felt that the cup is headed our way.

Score of the games played are as follows:

	Accountants
Norton Bros. & Morris	7
Western Electric	5
Union Iron Works.....	1
T. V. Allen	4

REDONDO SHOOTERS WIN OVER P. E. GUN CLUB TEAM

Beaten, but only after a hard struggle and a slight advantage, were P. E. Rod & Gun Club shooters in a competitive shoot held with the Redondo Gun Club at Clifton on Saturday June 6th last.

Having received an invitation to display the wares of our shooters in a five man team test, the following were selected from those available to represent our team: W. J. Hodge, B. F. Manley, F. L. Manley, H. Smith and L. R. Spafford.

On the first 250 target the Redondo team finished seven points in the lead and on the second string of the same number of target they again proved their mettle by finishing two birds better, giving a total advantage of nine points, which was at least close enough to let them know that they had had their work cut out for them.

Not in any way nullifying the Redondo club's splendid victory is it cited that the wind was blowing quite hard, which presented conditions not to our shooters liking and more to the advantage of the beach quintette.

Miss Helen Spafford continues to display a wicked eye. On her last time up she made a perfect score of 25x25, which with 12 over from preceding 25 gave her a straight run of 37.

P. E. BALL TEAM TO DISPLAY WARES ON CATALINA OUTING

The annual outing at Catalina July 18th and 19th, sponsored by the Pacific Electric base-ball team, will afford an opportunity to see this fast aggregation in action.

The team has been materially strengthened since the appearance at Catalina last season, and a recent shifting of the infield has added to the team-work efficiency.

The loss of pitcher Willard Dill was a serious one and interrupted a winning streak that was attracting considerable attention; however, with the signing of Gene Barnett during the past week, the team will undoubtedly again assume its rightful standing as one of the fastest semi-pro teams in the State.

The reorganization of the infield, Fitzgerald on first base, Antista going from short-stop to second, Drunert at third and Reynolds at short, has created a fast working combination not excelled by any team on the Coast.

Pitcher Barnett was for a time with the St. Louis Cardinals, and while he has been out of the game during the past year, he still has the brand of goods that landed him in the major league.

Tony Perez behind the plate, has also had professional experience and his work is always above criticism.

The outfield is well represented by Whitman, Cowan and Schramm, all good hitters and sure fielders.

In addition to the line up above, the team includes Elmer Rall, pitcher and utility man, "Swede" Johnson, pitcher, Rey Cheney, pitcher, and Bob Rachford, outfielder and captain.

Manager Hill and the members of the team will appreciate better support from the employees through attendance at the games. Being a travelling team, the games are always on the other teams' grounds, and it is natural for the local fans to root for the home team; and it would greatly encourage our team to have a following of fellow employes in the grand stand to do the necessary.

P. E. MASONIC CLUB NOTES

During June the Pacific Electric Club and Degree Team assisted in conferring the Master's Degree upon fellow employes at Glendora, Santa Monica, and Albert Pike Lodges.

At the regular meeting of the Club held June 9, the "Railway Degree" was conferred for the first time upon twenty-five applicants. The Degree will be conferred quarterly hereafter; and from all indications, it is expected that the full membership of the Club will be on hand at future initiations to witness the P. G. course given in railway operation.

The Annual Get-To-Gether of the members and their families will be held at the quarters of the Pacific Electric Club, July 14th.

So he called his girl Spearmint because she was "after meals."

EMPLOYEES' VISIT TO MAGIC ISLE SET FOR JULY 18TH

Following last year's success of the pilgrimage of employees to Catalina Island, another such event has been set on the calendar for Saturday and Sunday, July 18th and 19th. While more than 800 employees went en masse to the Magic Isle last year, due to limited housing facilities, the crowd this month will of necessity be limited to 500. When this number has been booked, reservations will have to be closed.

Through the courtesy of the Wilmington Transportation Company, a \$1.00 steamer rate will be available to employees and dependent members of their families. Rate order should be obtained through department heads.

Likewise, special lodging rates have been extended, a comfortable tent in the Island Villa being available for two persons at \$2.50 per night; a charge of \$1.00 extra will be made for a third person in tent.

Special trains for the entire party have been chartered to leave the 6th and Main Street Stations at 2:45 p.m., Saturday, the 18th; the group will return late Sunday afternoon.

Saturday evening will be given over to dancing, band concerts and other amusements offered on the island and a ball game between the regular P. E. Club team and picked team of employees will be staged.

Invitation is extended to all employees and members of their families to participate in this week-end outing and those desiring to take advantage of the opportunity should make reservation for lodging accommodations on or before Wednesday, July 15th, with one of the following Committeemen:

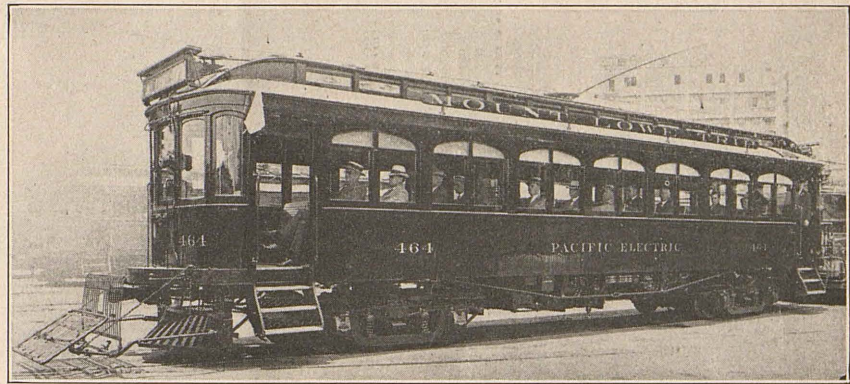
- Chas. P. Hill, 221 Pacific Electric Bldg.
- George H. Grace, 217 Pacific Electric Bldg.
- Herman R. Grenke, Accounting Dept.
- E. Harry Pierce, Mechanical Department, Torrance.
- Willis M. Brooks, Mechanical Dept., 608 P. E. Bldg.
- L. H. Appel, Electrical Dept.
- A. J. Guercio, Engineering Dept.
- G. W. Orr, Los Angeles Freight House.
- J. W. Mee, San Pedro.

RADIO BRIGHTENS HOURS OF STRICKEN EMPLOYEE

A large group of friends of Mrs. Adele Symington, of the Accounting Department, and one of our long-time employees, who has been confined to her home in South Hollywood for a number of months, surprised her recently with the gift of a complete radio outfit that will do much to brighten the long hours and keep her busy fishing for DX.

The thanks of the employees interested are extended S. R. Florence, our Signal Engineer, for making the selection of the set and to Mr. King, of the Rendler Electric Co. for his very great courtesy and kindness in the matter.

More Comfort Aim of Re-Built Cars



Features looking to providing a maximum of comfort for travelers Mt. Lowe bound are embodied in ten re-designed cars shortly to be placed in service between Los Angeles and Rubio. Nine more, specially equipped for travel requirements to Rubio, are being put through shops at Torrance.

THE "comfort" feature of Pacific Electric service will soon be emphasized on the Mt. Lowe trip with the early placing in service of ten modernized and more comfortable cars between Los Angeles and Rubio Canyon.

At an expenditure of about \$35,000 the Torrance shop forces are doing themselves proud in the re-designing of ten 500-class cars, formerly used on the San Gabriel line. Giving the appearance of being new in every respect, these ten cars are to be re-habilitated throughout. Motor and control equipment are being specially arranged for the mountain work encountered in the vicinity of Altadena and Rubio. Air brakes are to be of the automatic type and hand brakes are of special design

to provide 115 per cent braking.

One particularly pleasing feature is that both open sections have been enclosed, providing not only a smoking section, but insuring comfort of passengers whatever the season of the year. The seating capacity provides for 52 passengers, as against 44 in cars formerly used, and the extra eight seats will frequently eliminate the running of an extra car on account of a few passengers not being accommodated. Plush seats are provided in the interior of cars.

The first of the ten cars to be completed was put into service on June 19th and another will be finished on or about July 10th, with the remainder following at frequent intervals.

**PACIFIC ELECTRIC RAILWAY COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—MAY, 1925**

Passenger Revenue.....	\$ 1,017,359.53
Freight & Switching Revenue.....	537,989.91
Other Revenues.....	50,023.65
Total Railway Operating Income.....	1,605,373.09
Total Railway Operating Expenses:	
Wages	\$788,508.36
Other Charges	463,293.14
Transportation for Investment—Credit.....	7,971.14
	1,243,830.36
Revenue Less Operating Expenses.....	\$ 361,542.73
Depreciation	\$ 52,353.79
Taxes Assignable to Railway Operations.....	97,536.78
	149,890.57
Revenue Less Operating Expenses, Depreciation and Taxes.....	\$ 211,652.16
Non-Operating Income	47,448.90
Net Revenue.....	\$ 259,101.06
Interest on Bonds and Other Debt.....	\$360,836.68
Rent and Miscellaneous Income Deductions.....	121,873.50
	482,710.18
Total Deductions.....	\$ 482,710.18
Net Loss for month.....	\$ 223,609.12
Net Loss for 5 months.....	\$ 1,007,058.71
Total outstanding Deficit as of May 31, 1925.....	\$14,127,860.08

Los Angeles, Calif., June 29, 1925. L. A. LOVELL, Auditor.



Junior Members
of the
P. E. Family

1. Lincoln, 2½ yrs. and Gloria, 6 mos., son and daughter of A. E. Norrbom, Chief Clerk, Freight Traffic Dept.
2. Milo Milton, age 12 mos., son of S. E. McFarland, Signal Dept.
3. Kenneth, age 10 mos., son of Chas. P. Dixon, Conductor, So. Division.
4. Thomas Kleidner, age 22 mos., son of T. L. Ballard, Car Inspector, State Street Yards.
5. Virginia, age 8 mos., daughter of V. E. Wright, Conductor, Western Division.
6. Dorothy Marie, age 14 mos., daughter of A. F. Manhart, Accounting Dept.
7. William George, age 4 mos., son of R. B. McGinty, Conductor Western Division.

Public Appreciation Expressed

*Service and Courtesy Bring
Their Reward.*

EMPLLOYEES and the management both were liberally praised for service being rendered on motor coach line operating between Huntington Park and Long Beach in letter recently received from Mr. Carl E. Johnson, who wrote as follows:

"Allow me to add my thanks, appreciation and name to your long list of pleased patrons by reason of your excellent management of the P. E. coach line operating from Huntington Park to Long Beach. And through you to your men, who by obedience to your instructions, excellent driving, kindly consideration and courtesy to the traveling public, making possible the excellent service we now enjoy, I want to express my sincere appreciation.

"Having spent some months in daily trips over the route I have only commendation for your men and management and feel that we are getting a service that we may well be proud of."

DURING a recent convention of Baggage Agents in this city, John P. Dugan, Genl. Baggage Agent of the Baltimore & Ohio R. R., made several trips over Pacific Electric lines, following which he kindly wrote Mr. Pontius as follows:

"I should also like to comment upon your electric railway service which is the finest I have ever used. I was particularly impressed with the high class equipment the smoothness of the road beds and the refinement and courtesy of your Conductors. You can feel proud of your organization."

"**L**IKE others of the thousands of commuters, I have been quick to criticize and slow to praise our 'P. E.' system," writes Mr. L. J. Cordes, U. S. Passport Deputy. "This letter is a commendation of Conductor No. 316, (E. F. Walker).

"Recently, following an operation on my wife, it was necessary to take her to a specialist. Upon boarding an Oak Knoll car this Conductor assisted my wife onto car, the usual courtesy and efficiency of P. E. Conductors. Both my wife's eyes were bandaged, so when we had to alight at Fourth Street, the Conductor came clear forward to the front end of the car and helped guide her to the platform and down the steps. It was all done to unobtrusively and efficiently that I could hardly realize it.

"It is this sort of courtesy and service that makes us realize that we need the Pacific Electric—we are so used to it that we take it as a matter of course—and it takes the human element of the road to show its great value to Southern California."

CA'RE given to a stricken passenger aboard a Glendale car recently is the subject of a highly commendatory letter from a patron who observed the incident. We are thus advised:

"I wish to inform you of the great kindness and courtesy shown by the Conductor (G. C. Coleman) and Motorman (R. M. Arnold) on car No. 566 from Burbank this afternoon.

"A man was stricken with what appeared to be apoplexy when enroute to the city. Your crew were very careful in removing the unfortunate man from the train, and both stayed with the man and wife while another man, presumably a doctor, examined him. There was evident on their part no hurry about their train and there were many persons on the car who expressed and shared my view of your crew's kindness."

SPECIAL SERVICE PRAISED

"May I express the bank's appreciation for the splendid way in which the Pacific Electric Railway took care of the transportation for our annual picnic yesterday," wrote J. B. Chaffey, Vice President of the California Bank last month.

"There was a seat for everyone and not a hitch anywhere along the line. Our people were outspoken in their praise as to how the situation was handled."

Visitor—You certainly have a couple of fine looking stenographers. Where do you find them?

Boss—Usually back in the corner arranging their hair.

P. E. Annual Picnic Set for Aug. 22nd

DESPITE rather uncertain business conditions existing, Mr. Pontius early last month gave sanction for the holding of the usual Annual Picnic and Reunion at Redondo Beach.

The subject was one of the main topics before the Executive Committee of the P. E. Club at its monthly meeting held on June 3rd. The date decided upon is Saturday, August 22nd, and N. B. Vickrey was elected President of the Arrangements Committee and W. A. McCammond, Secretary and Treasurer.

Other committeemen are shortly to be appointed in carrying out the various features connected with the event and complete announcements will be made in the next issue of the Magazine.

ANOTHER CAMPAIGN TO CURB CROSSING DEATHS

Year by year the casualty rate at railway crossings is being reduced in proportion to the number of motor vehicles in use, figures made public at the meeting of the Safety Section of the American Railway Association showed. A campaign to start June 1 and continue until Sept. 30, the period of heaviest motor traffic, is scheduled for 1925 to further reduce the ratio.

"In 1921," according to the statement, "there was one casualty for every 4,397 motor vehicles registered. In 1922 for every 4,646 and in 1923 for every 5,029. In 1924 after a similar campaign the proportion was one accident to every 6,043 vehicles.

"Despite the increase in the number of automobiles this year it is expected that the current casualty rate will show a much greater improvement than in 1924."

A poster, designed by H. Day Lowry, Richmond, Va., is to be one of the advertisements to be used in the 1925 campaign to reduce accidents. It portrays a dramatic picture of an automobile racing a train to a crossing. Platform and radio speakers will be enlisted to aid in the work symbolized by the crossing sign:

"Railway Crossing. Stop! Look! Listen!"

SOUTHERN DIVISION NOTES

By F. J. Oriva

The lure of freight service resulted in several trainmen of this Division casting their lot with that branch of the service during the past month. The following familiar faces will henceforth be absent from passenger service: H. Blunt, D. O. McMahn, G. House, H. C. Jensen and D. W. Daffern.

Conductor F. D. Marshall, Redondo Line, after eight years of service with this Company, has resigned to go to work in the offices of a steamship company in San Pedro.

Motorman J. Minghini, of Redondo Line, after running out of Redondo for the past four years, has bid in run No. 42 working out of Los Angeles.

Conductor W. H. Stowell is slowly recovering from an operation and will be out of the hospital very soon.

Conductor O. Ballinger, better known to comrades as "Slim," resigned to enter the motion picture industry. He has shown remarkable ability as a comedian, and the boys wish him luck.

There's no free gate to anything that is worth while. Not to skill or to health, or to success or to friendship, or even to the lasting love and respect of those who are nearest and dearest to us. These are the items that make up the best income that any human being can have, and the sum of that income will be measured by the sum of what we are willing to pay to get it.—Edgar Guest.

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES By George Perry

Mr. Lovell has returned from his vacation after attending the convention of Railway Accounting Officers at Atlantic City. He visited numerous other cities of the east coast, including Philadelphia and New York, returning by way of the C. M. & St. P.'s scenic trip to Seattle and thence to Los Angeles.

We all welcome him back and hope his vacation was all that a vacation could be.

June 25th marked the last dance of the Pacific Electric Club, which was given in honor of the coming marriage of Elenora Uecker of the Conductors' Accounts Bureau to Homer Douglas of the Engineering Dept.

The young couple were showered with many very useful gifts, and also the very best wishes of all their friends of the Pacific Electric Railway Co.

Last month marked changes of personnel in this Dept., Miss Loyalist Smith of the Stenographic Bureau having left the service June 27th. She was succeeded by Miss Murphy of the same bureau, who in turn was succeeded by Miss Yates through transfer from the Conductors' Accounts Bureau.

The Pacific Electric Camp, situated in the heart of the San Bernardino Mountains, adjacent to Lake Arrowhead, if visited now will afford the visitor a vacation which will always be remembered. Every effort has been made to make your vacation a success. (The writer has found this to be true through experience). In order to insure yourself of an enjoyable vacation, patronize your Camp!

The Month—June; The Girl—Mary Keelin; The Boy—Frank Sprouffske; The Consequence—Mr. & Mrs. Sprouffske; Wishes—Oodles of Happiness.

The vacationees seem to have covered a lot of territory this month, as the list indicates:

Marie Paulsen, Portland, Ore.; Anna Beseman, Yellowstone National Park; Anna Smith, San Francisco; Margaret Taylor, Laramie, Wyoming; L. Hockenberry, Home; Mrs. Davis, San Juan Capistrano; Esther Ross, Blanch De Vore, Visit to principal cities of East; Agnes Rapp, Home; Mildred Copleman, Honeymoon; Mable Lattimer, Home; Mildred Goodwin, Home; Jessie Kremer, So. Calif.; B. F. Butler, San Diego; Earle Moyer, Tipton; F. H. Gilbert, Vancouver, B. C.; G. Jordan, Salt Lake City; Leo Becker, Texas & Beaches; R. Brewer, Indianapolis, Indiana; R. Jones, Home; Harry Thompson, So. Calif.; P. V. Fancler, Santa Monica; Clark Mathews, Cruise with Naval Reserve; John Zeitan, Long Beach; E. L. Williamson, Home.

STORES DEPARTMENT NOTES By Fred B. Hopkins

In the issue of the Torrance Herald, date of June 26, appeared the following item:

"The Associate Editors of the P. E. Magazine, their wives and sweethearts spent an enjoyable week-end at the P. E. Camp at Lake Arrowhead. Local people who were included in the jolly crowd of thirty or more were Fred Hopkins and Mr. and Mrs. Willis Brooks."

Friends, that may not have been so much of an item, but we stand ready to say that it was considerable of a party in a country about which words would be inadequate to describe. Elsewhere in this Magazine a full account of the occasion is presented.

Miss Gladys Nargan, Stenographer in the office of the General Storekeeper, returned to duty on Monday, June 29th, after a three weeks' sojourn in the middle west. Places visited were St. Joseph, Mo., and Iowa City, Iowa.

Section Storekeeper Frank Winterberg is on an extended trip to the Atlantic coast where he is visiting with friends and relatives in the old home town of Paterson, New Jersey.

Roy Confer has returned to duty after a two weeks' vacation spent part of the time with his family at the P. E. Camp and the remainder at Santa Cruz.

Miss Sarah Parke of the Stores Accounting Bureau, who has been on an extended sick leave, was a visitor among us last week. We were pleased to note the improved condition of her health.

Edwin Reiber, Storekeeper at Sherman, is now on his vacation, part of which is being spent at Avalon, Catalina Island.

Ellis Lierow, Assistant to Francis Clark, Storekeeper at Macy Street, was married on Saturday morning, June 27, to Miss Dorothy Smith. Their honeymoon trip was spent in San Diego and surrounding country.

On Saturday morning, July 4th, Clyde E. Mundy, Head Price Clerk of the Stores Accounting Bureau, was united in marriage to Miss Katherine E. Maloney at the Church of the Blessed Sacrament in Hollywood. Among those present at the ceremony were George Huntington, Storekeeper at 6th & Los Angeles Sts., and Mrs. Huntington.

The happy couple are spending their honeymoon at the P. E. Camp in the San Bernardino mountains and the good wishes of everyone in the department are extended to them.

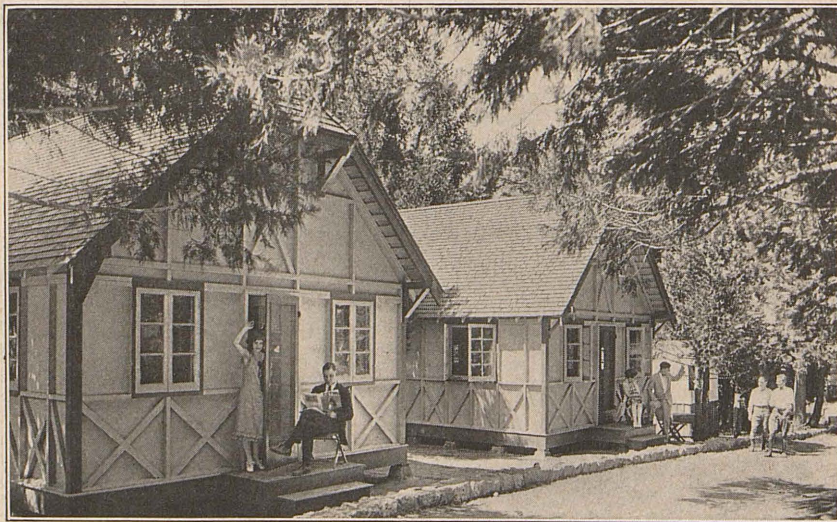
WESTERN DIVISION NOTES By E. C. Brown

Conductor K. F. Edwards has returned to work following a vacation spent "down on the farm," in Texas.

Motorman J. Ross, Glendale Line, states that while we of So. California have been suffering from the heat, he and his family were playing in several feet of snow at Yosemite.

Conductor M. V. Berger, of Venice Short Line, "the leading Elk of Santa Monica" is going to San Francisco to attend the "heard's convention" to be held in that city shortly.

Conductor W. F. Reardon, our "singing Conductor," would like to have some of the songsters of the Company join him in organizing a Quartette, to be known as the "P. E. Quartette." Those so desiring will be able to get in touch with him at the Hill Street Station.



Fully equipped bungalow cabins beneath hanging pines and shade trees, with graveled walks lend to the charm of P. E. Camp.

U. S. ELECTRIFIED RAILROADS

Railroad electrification in America comprises between 20 per cent and 25 per cent of the world's total railroad electrification, states the report of the committee of electrification of steam railroads, to the National Electric Light Association convention in San Francisco.

Total mileage of electrified railroads in all other countries of the world is 4,504 miles, Sweden leading with 744, France second with 659, Switzerland third with 636 miles. Germany's mileage is only one mile less than that of Switzerland. Then in succession comes Italy with 563 miles, Australia with 543 miles, South Africa with 171 miles, Chile with 148 miles. Norway with 125 miles, Spain with 80 miles, Japan with 48 miles, Canada with 38 miles, Java with 31 miles, Mexico with 30 miles, England with 38 miles and New Zealand with 8 miles.

In the United States there is a little more than 900 miles of electrified railroad, exclusive of terminals.

RATES IN 1854, AND NOW

Seventy-one years ago, according to Nation's Business, a railroad announced in a southern newspaper that it would haul first-class freight from Pittsburg to Baltimore at the rate of 90 cents a hundred pounds. In the same paper "elegant board" was advertised at 75 cents a day or \$1.00 for a man and horse. Fifty cents was labor's daily wage, and it wasn't an 8-hour day.

Today's first class freight moves between the same two points for 77 cents a hundred pounds. Board, far from "elegant," costs much more than 75 cents. Labor's wage is figured by the hour instead of day.

Costs of each man-hour of labor, each pound of fuel, each piece of equipment used the railroads have increased many times over, yet these increased costs have been met by increased output of ton-miles of transportation with resultant savings.

Some Trip for a Pint of Ink!

A railroad has to haul one ton of freight forty-eight miles to get the money with which to buy one pint of ink, according to an executive in the research department of the National Transportation Institute. To buy a crosstie, that expert tells us a ton of freight must be hauled seventy-five miles; a hand lantern, 105 miles; a freight car wheel, 1,287 miles; a monkey wrench, 115 miles; a day's work of a machinis', 534 miles—and so on.

Interesting figures. They give us a better idea of the problems of railroad management, and enable us to see the importance of each penny. Our railroads cannot depend on untried theories. Their success rests on a basis of freight-ton miles and passenger miles. They have nothing else to sell.

—Collier's.

"Fewer people now acquire the drink habit." Fewer last long enough for it to become a habit.

Central Avenue Wiring Crew of 1905

Cast your eyes upon this group and meet old friends again—

In 1906 they looked this way, real down-right, upright men.

Some few of them still toil on earth and some are near retirin'

But in those days they busy were with a job that's just called "Wirin'."

SOME nineteen years ago the above groups of worthies represented the wiring gang of the company's mechanical department, then located at 7th and Central Avenue, and many veterans in the ranks will be glad to know the whereabouts of their former comrades.

Here's the "who" and "where" of those shown in the picture, reading from left to right:

Grant Holland, present whereabouts unknown.

Howard Crew, passed on.

Ed. Oefinger, now a police Sargeant in Los Angeles.

L. Bley, now in the Engineering Dept. of Los Angeles.

Jack Hill, now a practicing physician in Los Angeles.

Al Rice, still one of "the family"—Asst. Foreman, Torrance Shops.

C. G. Wells, now foreman of the Winding Room of the Southern Pacific Co., Oakland.

Ray Longstaff, now an oil well worker near Whittier.

Harry R. Clark, a little thinner, a little older and wiser and without the hirsute growth on the upper lips, once called a mustache, but now known as a dewlap. With it he looked like a first class second story worker and you will not he has his hand on his gun pocket. Without it—well, many a girl takes a second look. Yes, he likes 'em young.

Seriously, Mr. Clark has stayed with us through thick and thin and is now Asst. General Foreman, Torrance Shops. His long experience in handling air brakes and electrical installations

IMPROVEMENT OF TRACKAGE AT REDONDO PLANNED

Improvement in track construction and repaving at street crossings on Catalina Avenue, Redondo, between Marguerita Avenue and Avenue I, was placed on calendar last month for early attention.

Involving an expenditure of \$23,400, a total of 5,307 feet of old trackage will be constructed and 782 lineal feet of grooved girder rail laid, with new pavement between rails at eight street crossings. About 400 feet of track will be lowered at Avenue F to conform with new street level at that point. Tracks will be ballasted with crushed rock and right of way cleaned and oiled.

So Would We

Rastus: "Here's dat quatah ah borrowed from yuh last year."

Sambo: "Yuh done kept it so long dat Ah don't know if it's wuff while for me to change mah 'pinion of yuh jes' fo' two bits."—Birmingham Age Herald.

"Mamma," said a child recently, "am I descended from a monkey?"

"I don't know," replied mamma, "I did not know your father's people very well."—Exchange.

"What were your father's last words?"

"Father had no last words. Mother was with him to the end."

on cars made him one of the foremost experts in the country along this line. His installation on the eight locomotives recently completed for the Southern Pacific Equipment Co., has received special commendation for compactness and accessibility, two things desired.

Mr. Clark resides in Torrance and can be seen most any evening watering the front lawn.

The picture was turned in by Mr. Rice, for which we thank him.

—Willis M. Brooks.



Al Rice, fourth from right, and Harry R. Clark, extreme right, are the only two veterans of wiring crew of 1905, when shops were located at 7th and Central Avenue, still in service.



She Knew Her Bible

"So you attend Sunday school regularly?" the minister said to little Eve. "Oh, yes, sir," said she.

"And you know your Bible?"

"Oh, yes, sir."

"Could you, perhaps, tell me something that is in it?"

"Indeed!" And the minister smiled. "Do tell me then."

"Sister's beau's photo is in it," said little Eve promptly, "and ma's recipe for vanishin' cream is in it, and a lock of my hair cut off when I was a baby is in it, and the ticket for pa's watch is in it."—Bucknell Belle Hop.

Wanted a Change

Auto Salesman—What type of car do you like?

"None of 'em. I just came in here to enjoy being among a few that I don't hafta jump from."

Yes! Yes!

Maybe they call a yacht "she" because it always makes the best showing in a strong wind.

"I never knew till I got a car," said Bishop Everton, "that profanity was so prevalent."

"Do you hear much of it on the road?"

"Why," said the Bishop, "nearly everybody I bump into swears dreadfully."

At a Southern wedding, when the minister read the words: "Love, honor and obey," the groom interrupted him and said: "Read that again, sah, read it once mo' so de lady kin ketch de full solemnity ob de meaning. I've been married befo'."

Good Medicine

A woman lay very ill. Having brought up a clever orphan girl, the sick woman called the orphan to her and said: "I shall soon leave my little children motherless. They know you and love you, and after I am gone I want you and my husband to marry."

The young woman, bursting into tears, said: "We were just talking about that."

The wife recovered.

Use a Street Car

The hours I've spent with you—old car—

Are an awful waste of time to me—
To find a place in which to park
Oh misery! Oh misery!

I've driven around a dozen squares—
Saw cars wedged in by ones and pairs,
While signs and hydrants bade me
"Nay"—

Oh misery! Oh misery!

A Never Failing Supply

The fond husband was seeing the wife and children off on their vacation. As she got on the train he said: "But my dear, won't you take some fiction to read?"

"No," she replied sweetly, "I'll depend on your letters from home."

"Who else have you shown these poems to?" asked the editor.

"No one," replied the author.

"Then where did you get that black eye?"

Punishment Fits the Crime

A hotel man tells this one: Gazing at the young woman before him the judge inquired what the charge was.

The policeman answered, "Running across the street costumed like 'September Morn' your honor."

"Thirty days hath September," said the judge tersely.—Boston Transcript.

Probably Eve!

"I don't believe in Darwin's theory of evolution," remarked the professor. "No," chuckled the cynic, "it's more probable that some woman made the first monkey out of man!"

Best of Reasons

Teacher of Hygiene—"Why must we always be careful to keep our homes clean and neat?"

Little Girl—"Because company may walk in at any moment."—Exchange.

Cohn pulled out his pistol and put it in Rosenstein's face.

Just as he was about to fire, Rosenstein said: "How much do you want for the gun?"

Cohn, in telling the story, said: "And how could I kill a man ven he was talking business?"

And He Did

Hubby—"My views of bringing up a family are—"

Wifey—"Never mind your views. I'll bring up the family. You go bring up the coal and wood."

Never Again

Sheriff (to convicted negro on scaffold): "Rastus, have you anything to say before you die?"

Rastus: "Yes, Boss, dis am suttinly gwine to teach me a lesson."—Selected.

"I've named my flivver Gilda."

"How come?"

"Because the way it shakes is turning me gray."

Policeman (producing note book)—Name please.

Motorist—Aloysius Alastair Cyprian.

Policeman (Putting book away)—Well, don't let me catch you again.

Urchin Was Surely Lost

An urchin was whimpering on a street corner when he was addressed by one of those kindly old gentlemen who are always bobbing up:

"What's the matter, son?"

"I'm lost."

"Lost? Nonsense! You musn't give up hope so quickly. Where do you live?"

"I don't know. We've just moved and I can't remember the new address."

"What's your name, then?"

"I don't know."

"What? Don't you know your own name?"

"No," sobbed the youngster. "Mother got married again this morning."

What Say Next?

He sauntered into the strange office with much self-assurance and an air of familiarity, threw down his business card and inquired:

"Who's the main squeeze around here?"

"Well," replied the good-looking stenog, "They'd all take me for it if I'd let 'em."

The Kind of Car

What kind of car has Tom?

Pray as you enter.—Judge.

Britisher—What do Americans mean by "giving a man the air?"

American—Tying a can to him, putting the skids under him, giving him the gate. Get it?

Britisher—I hear you, old top. But please explain your bally explanation.

Old Skinflint: "Here, boy, what's this? You were shouting 'Great Swindle—Sixty Victims!' I can see nothing about it in this paper."

Newsboy: "Great Swindle—Sixty-one Victims!"

Six-year-old Billie found a pocket-book and made haste to return it to its owner.

"You're an honest lad," the latter told him, magnanimously. "Here I'll give you a dime."

"Aw, you don't hafta," replied Billie, turning away. "I kept a quarter out."

Hard-Boiled

Two negroes were lying behind a packing case on the dock at Brest, taking the labor out of the alleged Labor Battalion. Said one boastfully:

"Boy, Ah comes f'um a tough breed. Mah ole man done cut his nails wif a ax an' brush his teef wif a file."

"Huh, ain't so tough. Mah ole man am a plumber, an' twice a week he done shave hisself wif a blow torch."

In An Irish Cemetery

"This monument is erected to the memory of Patrick Dooley, who was accidentally shot by his brother as a mark of affection."—London Evening News.

Paris designers are trying to revive the bustle. Heck, ain't our streets and street-cars crowded enough the way it is.

"It?" snorts Patzie, our stenog. "Whaddayamean, It?"

CORRIGAN SAYS:

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During the month of July we will offer two exceptionally good values.

Superior quality Silver Vases
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Regular \$6.50 sellers at \$3.95

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Pays Accident Indemnity as long as you live for accident that totally disables

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Insure Today and Be Prepared for Loss of Time.—See Our Agents

Agents are located at the following points:

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

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

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

Los Angeles
Hollywood
Long Beach
Pasadena
South Pasadena
Eagle Rock
Highland Park

SECURITY TRUST
& SAVINGS BANK
SAVINGS COMMERCIAL TRUST

Resources over
\$180,000,000

Glendale
Santa Monica
Burbank
Lankershim
San Pedro
Huntington Beach
Montebello

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	12,377,272.84
		\$52,367,844.80

LIABILITIES

Capital Stock Paid In	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	680,075.23	\$4,180,075.23
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		45,164,938.89
		\$52,367,844.80

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.

WE PAY INTEREST ON TIME DEPOSITS

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

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

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

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Vice-President
H. F. STEWART
Vice-President
V. H. ROSSETTI
Vice-President-Cashier
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Asst. Cashier
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Editor.

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