



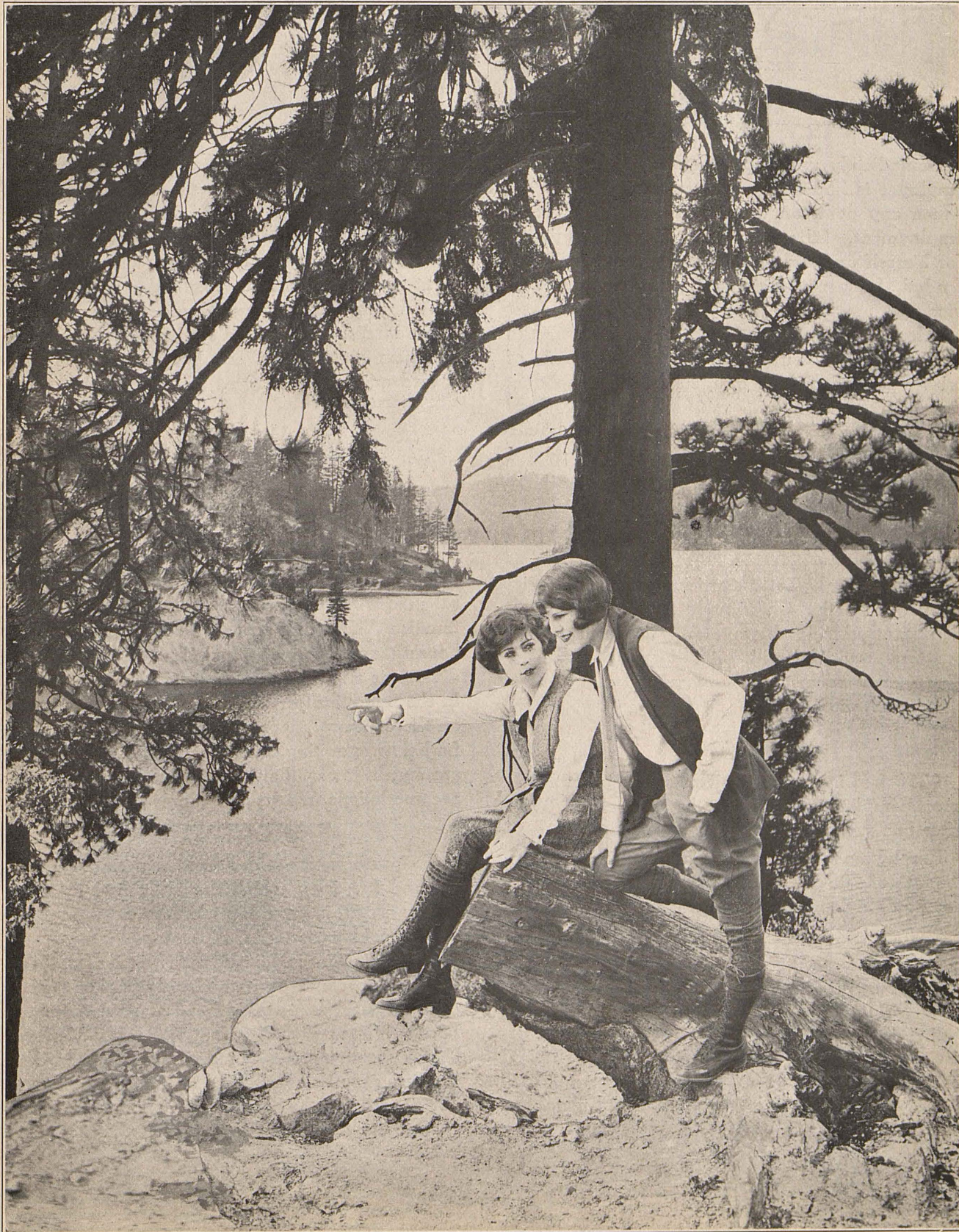
THE PACIFIC ELECTRIC MAGAZINE



Vol. 9

LOS ANGELES, CAL., MAY 10, 1925

No. 12



Lake Arrowhead, adjacent to P. E. Vacation Camp.

Privileges and Advantages of P. E. Employees

DURING the course of a year many new employees come into our big system and that they may be reliably informed, we enumerate and briefly explain below the benefits and privileges to which they are entitled:

TRANSPORTATION

Immediately upon coming into the service the employee is furnished with free transportation between any point on the system and his place of employment. Liberal issuance of round trip passes for himself and dependent family members is extended, frequency increasing with length of service.

After five years a system card pass is issued to employee and upon completion of eight years of service a card pass is granted to the dependent members of his family.

Reduced rate and free steam line transportation, depending upon length of service, is also available to employees.

CLUB

Membership 25c per month.

Entitles employee to participation in all social functions of the Club, such as entertainments, dances, vaudeville shows, etc. Also use of Club quarters, equipped with billiard and pool tables, library, rest rooms, music room and many other club accessories.

INSURANCE

\$250 free insurance is given to every employee upon completion of six months service and \$500 after one year's service.

Employees may purchase additional insurance at the rate of 70c per \$1,000 per month, the amount purchasable depending upon wage earned.

MORTUARY FUND

The Mortuary Fund plan provides that 25c per employee be deducted from pay check of all members upon the death of an employee, the gross amount so collected, totaling about \$950, being paid immediately to the beneficiary named. The cost averages about 42c per month and membership is optional.

MEDICAL DEPARTMENT

A well equipped and highly capable medical department is maintained, the monthly cost of which ranges from 50c to \$1.00. Employees are entitled to all medical and surgical attention arising through sickness or accident, also free treatment at hospital when so required.

A dental clinic is operated under the supervision of the medical department for both employees and members of their families. Workmanship is guaranteed and prices charged are much below those elsewhere available.

VACATION

After one year's service all employees are granted 12 days vacation with full pay.

VACATION CAMP

During the summer vacation season the Company operates a camp in the San Bernardino Mountains for the benefit of employees and their families. The only expense to employee is for housing and food supplied, and many vacation diversions and pleasures are extended free of cost. In the operation of the camp profit is not sought; on the contrary, income received has always been far below operating expenses. Prices to employees are much lower than those charged for similar accommodations in adjacent camps.

RIGHT OF APPEAL

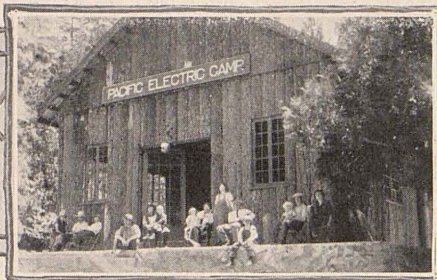
To insure justice to the occasional employee discharged for cause which the individual may feel unfair, a plan is provided whereby such employee can appeal his case.

In such instances the case may be taken up (1st) with his foreman or immediate superior; (2nd) with the Superintendent or head of his department; (3rd) with the Vice President & General Manager. If still unconvinced that justice has not been done the case may be referred to an impartial tribunal, not named by the Company, and having no responsibility except to do justice.



PACIFIC ELECTRIC CAMP

1925
SEASON OPENS
JUNE 1.



1925
SEASON CLOSSES
SEPTEMBER 30.

JUNE first will mark the opening of the 1925 season of the Pacific Electric Camp in the San Bernardino Mountains, and in line with previous years, our employees will again find something new constructed for their benefit, and additional plans made for their pleasure while in the mountains on their vacation.

As will be remembered by many, the permanent construction program was begun last year and ten new cabins as well as two new dormitories at that time greeted them upon their arrival at the Camp, as well as much rustic stone work and additional water supply and many other betterments for their comfort and pleasure.

This year the improvements costing \$17,000, were continued and by the time the Camp officially opens eight additional cabins of the same design and size as were built last year will be added; two new 3-room cabins will also be added to the housing conditions; a new maple floor will have been installed in the social hall; a stone parapet and pergola built on the front and side of social hall, affording new recreation for the visitors to the Camp; new automobile shelters provided, and new trails constructed through additional land that has been acquired adjoining the camp site; five new boats for the lake added to our former number, as well as complete overhaul of the motor launch and other boats.

With the installation of 10 new cabins the camp now boasts of 20 permanent cabins, two permanent dormitories, in addition there is still available for those who desire them the 16 tent cottages that were the original camp equipment, and they have been completely over-hauled and put in first-class condition.

In point of equipment our mountain camp is unsurpassed by any, and in many ways superior to many of the mountain resorts.

As heretofore, it is planned to operate automobile excursion trips to points of interest around Lake Arrowhead; boat excursions will be run on the lake, and many new diversions planned for the free enjoyment of camp visitors.

During the past year the road department of both State and County have been active in improving roads in the San Bernardino district, and at this time road crews are working on highways in Waterman Canyon and along the crest getting them in proper shape for the expected summer travel and supplementing the action of the authorities, resort owners are also active in getting the roads in condition so that the public may enjoy the mountains to a greater extent than ever before.

During the past winter the San Bernardino mountains have had more rain and snow than in the past three years; the water supply is more abundant; vegetation will be far more luxuriant than in the past few years.

As this article is written there is one foot of snow in Little Bear Valley in which the Camp is located, and this is the fourth or fifth good snow we have had during the past winter, in addition to many quite heavy rains.

As has been the case during the past years of camp operation, new improvements have been added and the cost of operation of the camp has been approximately double that of the income received.

A check of the cost of accommoda-

tions to employees of the Pacific Electric in comparison to other resorts of this kind, show that they are far lower to the extent of many dollars in the cost of vacations to the employees than could be obtained elsewhere not to mention free diversions that are tendered our camp visitors, as well as a reduced transportation fare between San Bernardino and our Camp.

Camp Charges to Employees

Cabins—

2 Room—2 to 4 persons—\$15.00 per week.

3 Room—6 persons—\$20.00 per week.

Tent Cottages—

Up to 6 persons—\$10.00 per week.

If larger family needs extra tent—\$7.50 additional per week.

Dormitories—

\$7.00 per week per person.

Rates to Single Employees

While the Dormitories are designed for single employees, one being assigned to males and another to females, there are occasions when single employees prefer to do housekeeping and do not object to other employees joining with them in housekeeping cabins or cottages and where a single employee desires to bring a fellow employee to the Camp to occupy same housekeeping accommodations. In this case cabins or cottages are provided and for the benefit of such employees, rates applying are as follows:

Cabins—

2 persons—\$9.00 per week, each.

3 " " 8.00 " " "

4 " " 7.00 " " "

Cottages—

2 persons—\$7.00 per week, each.

3 " " 6.00 " " "

4 " " 5.00 " " "

Meals—

Employees—	
Breakfast	50c
Lunch	75c
Dinner	75c
Guests—	
Breakfast	75c
Lunch	1.00
Dinner	1.00

Guests' Rates

Cabins—

\$1.00 per day, per person.
\$6.00 per week, per person.
Children under 12 yrs. half rate.

Tent Cottages—

75c per day, per person.
\$4.50 per week, per person.
Children under 12 yrs. half rate.

Dormitories—

\$1.50 per day, per person.
\$10.00 per week, per person.

Camp Visit Urged

It is to be hoped that in planning vacations during 1925, for the season beginning June 1st, and closing September 30, as many employees as can possibly do so will avail themselves of the opportunity of visiting the P. E. Camp, if for no other purpose than to show their appreciation for what the Company is endeavoring to do for its employees in the way of rational, wholesome recreation and enjoyment. Increased patronage will be reflected in decreased charges. The camp is not intended as a money maker.

It is true that there are times when many of our employees cannot be spared from the service to enjoy their vacation in camp, but every effort will be made by the operating officials to grant vacation leaves to as many employees as they can possibly spare from time to time from the service.

Making Reservation

At this season of the year it is customary in each department of the Company to make up the vacation list, allotting time for vacation to each of their various employees as they find it consistent and possible to do.

If it is your desire to spend a vacation of not to exceed two weeks time at the Pacific Electric Camp for either yourself alone, or yourself and family, or for yourself and a reasonable number of guests, (if accommodations be available for them) you should apply to the Manager of the Pacific Electric Club, 514 East 8th Street, in person whenever possible, or by letter if it is not possible for you to call in person, and make a definite reservation for the accommodations you will need when visiting the camp. This is absolutely necessary in order that the proper accommodations be provided, and employees or their guests will not be received at the camp unless reservation has previously been made with the Manager and the Camp Superintendent notified by him of such reservation.

The cost of accommodations will be found elsewhere in this article, and it will be seen that the cost to employee and wholly dependent members of his family is less than that charged for guests which, it must be conceded, is perfectly right and fair, as this camp is not commercially operated in the strict sense of the word and guests

Insurance Medical Test Waived For 30 Days

ANNOUNCEMENT was bulletined early this month by Vice President & General Manager D. W. Pontius that at the request of the Company the Metropolitan Life Insurance Company has agreed to waive during the month of May, examination on those employees who have been in the service one year or more and who are actively at work.

Eighty-nine percent of eligible employees took advantage of the group insurance plan when it was first offered and still have it. During the 16 months that it has been in effect \$71,500 has been paid to the members of the families of those who have died and to disabled employees through the disability feature of the policy. Seventeen disabled employees are now receiving monthly disability benefits of either \$51.25 or \$86.25 through this provision of the policy.

The opportunity is now given to those who, either through misunderstanding or other reasons, did not take the insurance to obtain it without medical examination.

Those who have neglected to do so and desire to avail their families of the protection afforded by the Group Insurance Plan should secure card immediately and make application therefor.

are admitted only as a courtesy to our employees who have first call upon these accommodations.

Transportation

At the time reservation is made for camp accommodations, an order will be issued by the Manager of the Club upon the Motor Transit Company for ticket, or tickets as may be necessary, for transportation between San Bernardino and Pacific Electric Camp. Passes will be provided for employees and wholly dependent members of family from any point on the system to San Bernardino, and application for this should be made through head of department in the regular manner after reservation has been made at the Club. **Reservation should not be made at the Club until leave of absence has been granted by head of department.**

The Motor Transit Company at San Bernardino will carry Pacific Electric employees at the following rates: \$2.50 round trip for adults; \$1.50 round trip for children 5 years or over and under 12, with no redemption of the portion of the unused round trip tickets.

Guests traveling with Pacific Electric employees must pay the full fare which is \$4.60 for round trip for adults and \$2.30 for children of 5 years or over, and under 12.

Pacific Electric employees will personally present to the Motor Transit Company office at 3rd and Arrowhead Avenue, San Bernardino, order for transportation endorsed by the Pacific Electric Club for the employe's authority for reduced rate.

The Motor Transit Co. will handle Pacific Electric employees to and from the Pacific Electric Camp only on Wednesdays and Sunday mornings. On these days employees may travel only on the morning stages. If you wish to travel at any other time, than on the schedule as shown, the opportunity also is offered to travel between San Bernardino and the Camp at any time for a fare of \$3.50 round trip for adults and \$2.00 for children.

The baggage allowance for each person is thirty pounds and must consist strictly of clothing, toilet articles and personal effects. A fifteen pound baggage allowance consisting of the same articles is allowed each child.

Remain on car at San Bernardino until car reaches Third and Arrowhead Ave., the location of the auto line.

Schedule as shown below is for Wednesdays and Sundays only. On Saturdays, the schedule is same as other days mentioned, except trips must be made in morning only:

Vacation Periods

Vacation periods begin on any Wednesday or Sunday employee desires, but where employee uses private automobile in going to or from camp, the vacation period may begin any day and be of from one day to two weeks in duration. If a longer period than two weeks is desired, permission must be secured from Camp Manager.

Full charge will be made on all reservations, even if only a portion of the period so reserved is used by the applicant.

It will not be permissible for an employee to bring guests into the camp, stay only a portion of the reservation time himself, and permit guests to remain after he has left the camp. In other words, employees making reservations for himself and guest must remain in the camp with his guest for the full period of the reservation, or both depart at the same time.

Camping Sites

No space within the camp grounds is available for temporary camps. A few camp sites are available near the Pacific Electric Camp that may be used by automobile parties carrying their own camping equipment, but no camping or tenting will be permitted within the grounds of the camp.

Fishing

The lake, with all the pleasures it offers, is closely available and affords bathing, fishing, boating, and other water sports. Boats are provided for our own employees without charge, under reasonable regulations. Get your license before going to camp. Same may be secured at any sporting goods house for \$1.00. Also take your tackle, flies, salmon eggs or other bait.

The pleasures of a vacation in the mountains cannot be enumerated for there are so many avenues through

which one may find recreation and the joy-of living, that it would be difficult to specify each particular pleasure.

Hunting

Hunting is not permitted at this season, and only ducks in season. The Camp is located in a game reserve. Firearms of any kind are not permitted. The law presumes that you are hunting if the Ranger or Game Warden finds a gun in your possession. Take none with you.

Supplies

Everything necessary for your subsistence while in camp may be purchased at the store maintained there. Profit is not sought in the sale of supplies to employees, it being desired only that the camp revenues may meet the cost of operation. Cooked foods may be purchased at the delicatessen, or meals taken at the cafe.

Dancing parties both at the camp and nearby resorts offer diversion for those so desiring.

Camp fire reunions, weiner and marshmallow roasting and other similar diversions are enjoyed.

Motor coach parties to various points of interest will be run and all other similar joys of mountain vacation life are provided.

The amusement hall is the scene of many merry gatherings during the evening hours.

Hammocks in shady nooks invite to repose and quiet, and the endeavor is made by the camp management to provide something to each taste for its residents.

Our mountain camp is especially delightful to children and their joys are safeguarded to every extent possible and here they may run free and almost untrammelled as their young fancies may dictate, although it is naturally presumed that youth will be kept within reasonable bounds, and the rights and pleasures of others safeguarded by proper parental restraint.

Sending Family Unaccompanied

In some cases it may not be possible for all of a family to be in camp at the same time, but those who are detained by active duty may rest assured that members of the family sent to our camp for vacation will receive every attention and courtesy.

It is the desire of the camp management to make the sojourn of all families and their guests a most pleasant occasion, and to endeavor to leave them as untrammelled as possible by rules and regulations, metes and bounds. It is necessary in the conduct of any enterprise to enforce certain fundamental rules in operation, but beyond this it is not the desire of the management to go.

Consideration for each other while in camp is the fundamental that will make a vacation most pleasant. To assist in making the other fellow's vacation an enjoyable one will return dividends in happiness to each of us and this should be the keynote of endeavor for all who visit the camp. All who go there should strive to get the limit of enjoyment, and while doing so, should also assist the others toward the same end.

EMPLOYEES RECEIVE REFUND ON INSURANCE PREMIUM

Attached to the pay check received by employees for services during the first period of April was a surprise in the way of a refund check, the same being a return of a portion of the cost paid by employees for group insurance.

Due to the Metropolitan Life Insurance Company declaring a 14.5% dividend during 1924, employees, who subscribed for additional insurance under the plan, participated. The dividend declared being practically one-seventh, the employee who subscribed for \$1000 insurance at the current rate of 70-cents, received a 10-cent per month return, or \$1.20 for the year 1924; employees who subscribed for \$2,000 received twice this amount, and so on.

Minus, the 10-cent per \$1000 dividend we received protection during the past year at the rate of 60-cents per \$1000 per month, or \$7.20 per year. This low rate, of course, is due to the Company paying about half the premium, as it shoulders the entire cost of the \$250 and \$500 policy given upon completion of six months and one year's service respectively and also pay a liberal share of the premium on additional insurance purchased.

Up to date there has been paid out to deceased and disabled employees about \$71,000 and particularly gratifying is the fact that payments were made to family members which otherwise would not have been possible, owing to physical shortcomings that would have prevented the deceased carrying insurance.

During 1924 a total of \$41,750 was paid in death benefits and during the first four months of this year \$24,750.

NEWPORT TO LAGUNA BEACH BUS SERVICE BEGUN

Opening up a new scenic route along twenty miles of rugged and picturesque coast line the Pacific Motor Coach Company began operation of busses between Laguna Beach and Newport Beach on Friday, May 1st.

Direct connection are being made with the Pacific Electric cars from Los Angeles and Long Beach and the inaugural schedule calls for the operation of four round trips daily. The running time from Los Angeles to Laguna Beach will be two hours and week-end excursion fare from Los Angeles is \$1.75 and from Long Beach \$1.50. The distance from Laguna Beach to Los Angeles is approximately 50 miles.

Headquarters of the motor coach company in Laguna Beach have been established at the Laguna Beach Hotel and arrangements made to make joint use of Pacific Electric station at Newport Beach.

Busses of the company operate over the recently completed State Highway and the section traversed is known as California's most scenic stretch of coast line, its beauty having attracted artists from throughout the country and resulted in the establishment of the famous Artists' Colony at Laguna Beach.

Through a joint tariff agreement with the Pacific Electric and the Wilmington Transportation Company stations on the line of the motor coach company sells through tickets to all points on the lines of the railway and to Catalina Island.

The man who follows the crowd will never be followed by a crowd.—Donnell.

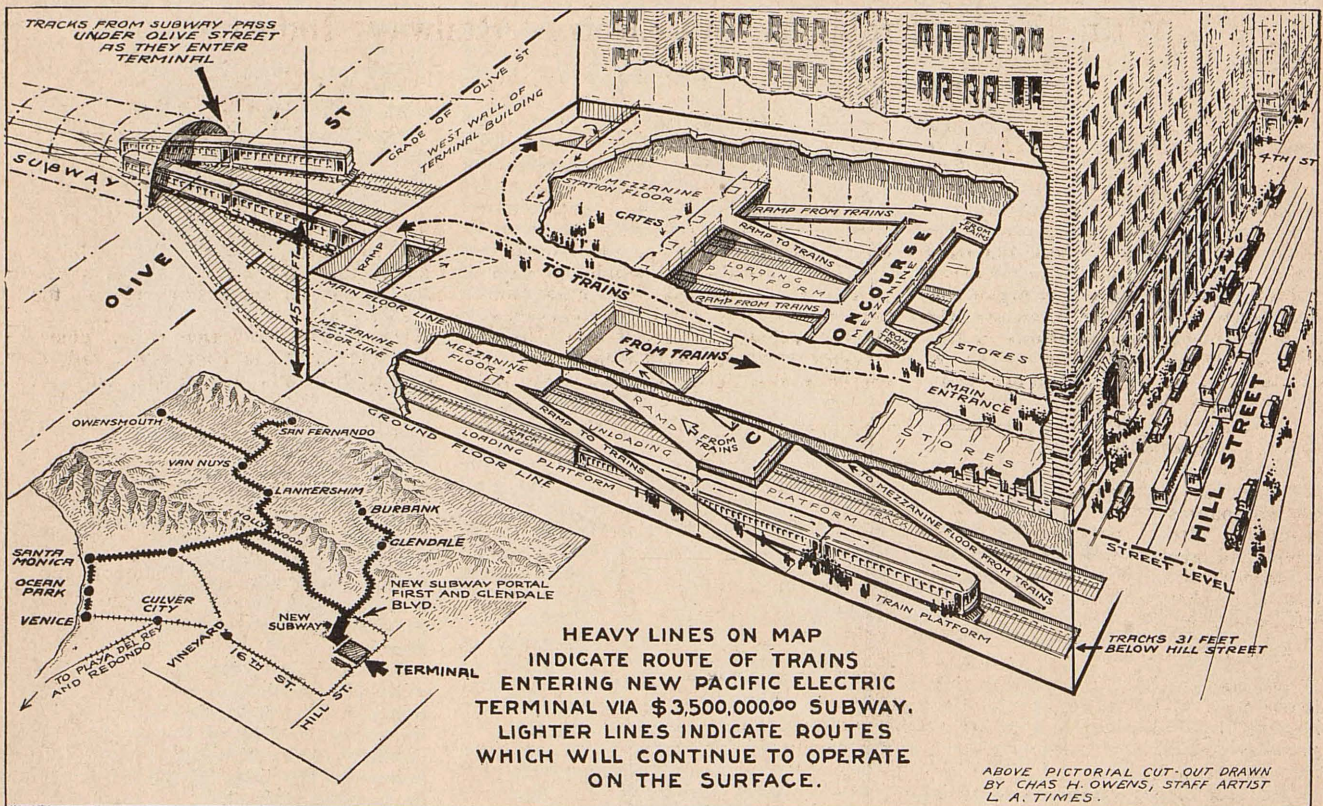
PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—MARCH, 1925

Passenger Revenue.....		\$ 1,082,312.33
Freight & Switching Revenue.....		490,960.43
Other Revenues.....		55,531.09
Total Railway Operating Income.....		1,628,803.85
Total Railway Operating Expenses:		
Wages	\$786,456.26	
Other Charges.....	410,877.55	
Transportation for Investment—Credit.....	2,586.48	1,194,747.33
Revenue Less Operating Expenses.....		\$ 434,056.52
Depreciation	\$ 52,642.52	
Taxes Assignable to Railway Operations.....	96 551.05	
Total Depreciation and Taxes.....		\$ 149,193.57
Revenue Less Operating Expenses, Depreciation and Taxes.....		\$ 284,862.95
Non-Operating Income.....		68,413.92
Net Revenue.....		\$ 353,276.87
Interest on Bonds and Other Debt.....	\$361,689.44	
Rent and Miscellaneous Income Deductions.....	112,339.53	
Total Deductions.....		\$ 474,028.97
Net Loss for month.....		\$ 120,752.10
Net Loss for 3 months.....		\$ 557,949.84
Total outstanding Deficit as of March 31, 1925.....		\$13,900,605.59

Los Angeles, Calif., April 28, 1925.

L. A. LOVELL, Auditor.

WORK BEGUN ON SUBWAY TERMINAL STATION



ANNOUNCEMENT of the acceptance of the bid of the P. J. Walker Company for the construction of the Company's subway terminal station for passengers leaving and arriving through our Hollywood-Glendale-San Fernando \$3,500,000 tunnel was made early this month by D. W. Pontius, Vice President & General Manager. The bid of the successful contractor, which was a competitive one with six other local construction companies, has been approved and executed and initial work on the subway terminal proper was begun on Monday, May 4th, when two steam shovels started operations.

The first work done by the contractor involved excavation on the northern part of the property, following which underpinning of adjoining buildings will be next in order. Much of the structural steel is ready for delivery and work is now being done on temporary trackage layout for operating in and out of the station pending the completion of terminal.

The P. J. Walker Company has also received the contract to erect the limit height \$4,000,000 office building over the terminal for the Subway Terminal Corporation. Mr. Pontius stated that the awarding of the two contracts to the same contractor would have the effect of speeding the completion of the project due to the elimination of friction and interference that frequently arises when two contracting forces are engaged on a major project.

For the past two months the Company has been working on the erection

of a re-located station on the south end of the Hill Street property and same is now nearing completion, as is also a new substation unit at the western terminus of the tunnel. The new power plant, costing \$110,000, will provide additional power required on account of heavy operation through the tunnel. The building proper is completed and installation of electrical equipment is now in progress.

All steel and concrete work for the ground floor of the limit height \$4,000,000 Subway Terminal Building is included in the work to be done by the Pacific Electric, the total cost of the railway's terminal facilities aggregating approximately \$800,000.

Plans for the proposed subway terminal give promise of the completed structure being as efficient as any in the United States for the rapid handling of trains and passengers. Embodied in the structure is every modern and proven facility and arrangement for the speeding up and safe handling of the public. Future growth of the districts served has been taken into account and facilities provided were planned with a view to expeditiously handle several times the number of passengers now using the Hill Street Station, which at this time amounts to about 75,000 daily.

The track elevation of the new terminal will be approximately 31 feet below Hill Street and trackage layout contemplates five loading and unloading platforms, capable of handling a total of 30 cars.

Passengers entering terminal on Hill

Street will pass through an arcade to rear of the main lobby and after passing battery of ticket booths proceed down ramp to mezzanine floor, from which they go through gates by way of ramps to the loading platform, the gate operation for trains of different destinations being the same as now in use at the Main Street Station.

Passengers arriving at the subway terminal through the tunnel will egress by a similar plan over an ascending ramp to the exit concourse thence to the arcade waiting room and out of the building. The facilities for handling passenger leaving and arriving at the station are so arranged that incoming and outgoing passengers do not conflict in their course of movement. The ramps are of such grade as to afford easy ingress and throughout the station no steps are encountered to impede the flow of traffic or create hazard for passengers.

The construction programme contemplates the rushing of the completion of the subway terminal and no work is to be done on the building proper that will handicap or delay the early use of the new station. The State Railroad Commission recently granted the Company six months extension of time to complete the project on account of change in original plans which called for erection of station at street level.

If completed on schedule, Oct. 1st, a creditable achievement will be established, as only 18 months will have elapsed since beginning work until tunnel and terminal is in operation.

Industry Celebrates Thirty-Seventh Birthday

Present Day Service and Usefulness Makes Interesting Contrast With Early Problems of Electric Railway Industry

MAY 4th marks the 37th birthday of continuous electric railway operation in the United States. On that date in 1888, Frank J. Sprague started in Richmond, Va., the first complete overhead trolley electric railway system which still is operating.

Sprague's accomplishment was the climax of fifty years of experimenting by scientists with electric lines. When the Richmond company was organized, there were 19 electric lines in the world which were making more or less futile attempts to operate. Ten of them were in the United States. Their total trackage amounted to about sixty miles. So successful was the Richmond line, however, that one year after its organization, fifty companies were operating in the United States, and at the end of the second year, in 1890, there were 200 companies with 1200 miles of track.

A Worthy Servant

There are today 880 electric lines in the United States. They operate 42,000 miles of track, with 100,000 cars, and carry 16 billion passengers annually. This is eleven times as many riders as either the steam road or independent bus common carriers carry. No accurate common carrier bus figures exist, but the most reliable statistics available, gathered jointly by automotive and electric railway sources, indicate there are about 25,000 such buses in the United States carrying approximately one and one half billion passengers a year. This is less than one-tenth the number carried by electric cars.

Electric railways are rapidly absorbing scattering bus lines and creating new bus routes. Bus service rendered by electric lines has grown 129 per cent in the last year. More than 3,000 buses now are being operated in conjunction with electric cars.

Despite the 25,000 common carrier buses operated, and the 18 million automobiles in the United States, federal census figures show car riding is growing. The average number of rides per person taken on electric railways has gradually grown ever since their inception. In 1890 the average number of rides per person in the United States was 32. In 1902 it was 61; in 1907 it was 85; in 1912 it was 100; in 1917 it was 109; and in 1923, the last year for which census figures are given, it was 145. Al-

though the business of many industries in 1924 was off from ten to twelve per cent, electric railways carried practically the same number of passengers that they did during the previous year.

One person out of every 100 persons in the country is in the employ, either in whole or in part, of an electric railway company, or has an investment in it. There are 300,000 whole time employes, approximately the same number of part time employes, who make electric railway supplies, and 550,000 investors. About \$6,000,000,000 is invested in electric railway securities and

Henry, who deserves a place in the hall of street railway fame right next to Sprague. Henry's line is said to have given us the trolley rope and the word "trolley." This was a corruption of "troller," the little four-wheeled carriage that ran on the wire and transmitted current through a flexible cable to the car. Before the introduction of the trolley rope it was necessary to have a small boy ride on top of each car.

Henry also overcame other obstacles. He had to use horseshoe nails in bonding the rails, and copper wire for the trolley supply was then to be had only in 60-foot lengths.

These practical demonstrations were the results of Michael Faraday's discovery, in 1821, of the fact electricity can be made to produce mechanical motion. Eleven years later, 1832, Henry developed the first motor; and three years after, Thomas Davenport, of Brandon, Vt., showed the world that electricity can be made to drive a car along the rails. To Davenport, a poor, uneducated, country blacksmith belongs the honor of originating electric traction. In six years of hard labor he made a hundred motors, and at last saw his model roll forward on its circular track. His principle was wrong, however, and his work gave the world a big idea, but no direct results.

First Standard Gauge

Next came Robert Davidson of Aberdeen, a Scotchman, and took from America the honor of producing the first electric car to run on a standard gauge track. This was in 1838, only three years after Davenport's work became known. The car made several successful runs over a steam road.

As early as 1831 the idea of using rail as current conductors was patented.

In 1855 an Englishman, in trying to bring about telegraphic communication with moving trains, gave us in its first form what is today the trolley wire and pole. In the same year, in France, both the insulated trolley and the central station current supply were suggested. In 1861 Pacinotti, in Europe, invented the reversible continuous current dynamo upon which all modern generators and motors are founded.

It was the invention of the dynamo that brought an end to the first period and made final success possible. The

Despite the Private and Competitive Auto, Trolleys Prove Indispensable

WITH 18,000,000 automobiles in use and 25,000 motor coaches engaged in public transportation service in the United States there comes to those of us who earn our livelihood through employment with an electric railway the thought of what the future holds.

Volumes could be written on the usefulness and indispensability of the electric car to a community or district served, how business, and indeed, near-calamity has followed in the wake of efforts to supplant or dispense with the faithful and unflinching trolley car. But no better nor more dependable forecast is available than figures of travel statistics issued in the accompanying story emanating from the American Electric Railway Association. We learn therefrom:

"In 1890 the average number of rides per person in the United States was 32. In 1902 it was 61; in 1907 it was 85; in 1912 it had reached 100; in 1917 it was 109; and in 1923, the last year for which census figures are given, it was 145. Although business of many industries in 1924 was off from 10 to 12%, electric railways carried practically the same number of passengers they did the previous year."

Were it true that the electric car had outlived its period of usefulness it would seem reasonable to suppose that patronage would have fallen off during the past eight years when automobiles have increased in number some 150%. Equally consoling is the fact that authorities in many cities, have by their action in awarding motor coach franchises to railway managements rather than private individuals, recognized the value of having experienced railway men in charge of their transportation problems. Electric railways now operate more than 3,000 motor coaches in conjunction with their rail service and the number is constantly increasing.

more than \$4,000,000,000 additional in plants for the manufacture of electric railway supplies, making a total of \$10,000,000,000 for the industry.

First In America

The first practical electric line in America began operation in Cleveland in 1884. The track was two miles long, and the cars were run by the sliding of an underground trolley in a slotted wooden box.

The second practical line was built the same year in Kansas City by J.

26 long years of effort between Davenport and Pacinotti had been wasted. They in themselves constitute one of the tragedies of industry. Prior to the dynamo, the primary battery system used was not commercially practical. No progress could be made.

Having now, by 1861, all the underlying principles of electric traction, it seems odd to the reader of today that so many years had to pass before commercial results were obtained. For it was 1879 before the first practical electric line was operated, and, as said before, 1888 had come before the construction of electric roads on a commercial scale became possible. But the length of time elapsed is the measure of the difficulty of the problem.

Germany Originator

It was in Germany, not America, that the first practical line was operated. In the late '70's Werner Siemens, a German, and Edison and Stephen D. Field, Americans, filed claims for patents within three months of one another. Field, having been the first to enter preliminary papers, was given the honor. But Field did not get his line into operation before 1880, whereas the German began carrying passengers at the Berlin exposition in 1879. Siemens' motor could haul 18 persons in three small trailers along a one-third mile track at the rate of nearly eight miles an hour. He used the third rail method.

The first line operated outside an exhibition ground was also in Germany. This was at Lichterfelds, near Berlin, in 1881. It was one and a half miles long and its motor could carry 36 passengers at the rate of 30 miles an hour. The line is still in existence. It was in the same year, also, that between Charlottenburg and Spandau, the first effort was made to offer competition to the street car horse.

The first exhibitions of electric traction in the American western states were by Charles J. Van Depoele, a Belgian sculptor and inventor, who is said to have been the first to actually draw current from an overhead wire, and by Edison and Field, who operated a line in the gallery of the American Railway exposition in 1882 and 1883. Van Depoele made experimental installations in a number of western towns.

The electric motor is the result of a discovery made by Michael Faraday. Faraday noticed that when current was forced through a wire it would move a neighboring magnet sideways; and that when the position of the magnet was changed to the other side of the wire, the movement of the magnet was in the opposite direction. He then arranged the magnet so that it moved around and around about a shaft; next he added more wires and more magnets and produced the rotating motor, which, though very intricate, is so compact that it can be built into the truck of a car.

Granted

Wife (in a huff): "Oh, you needn't think you're so wonderful. The night you proposed to me you looked absolutely silly."

Hubby: "A coincidence. The fact is I was absolutely silly."

Dental Practice Advancement

From Torture to Painless Treatment is Stride of Profession in Past Twenty Years

By DR. SAMUEL KAUFMAN,
Dentist, Medical Department

BELIEVING that the readers of this magazine would be interested in an article on Dentistry the Editor kindly requested me to write such an article for your paper.

There being quite an interest manifested in the evolution of dentistry I therefore, shall first endeavor to give a few facts concerning this comparatively new profession which has advanced so rapidly, particularly in the last twenty-five years.

It would, I am sure, interest you to know that in the examination of skulls of early man that defective teeth have been found; also, that as you can well imagine, an effort was made to correct the defects, crude fillings of gums and resins were inserted. Usually, however, a person developing a tooth ache was allowed to suffer until the nerve in the particular tooth was dead. It was taken by the heathens as a sign of wrong doing; to develop a tooth ache was punishment meted out by the gods.

Early History

Dentistry in the early history of England, and later in America, was practiced mainly by the men who carried on the barber trade. A barber sign or pole likewise, meant a dental service. Little was known of dentistry previous to this time. No organized effort made to advance it. Aching teeth were treated by these barbers with herbs and other medicaments, their treatment being mainly for the relief of pain, no effort being made to fill or otherwise restore lost tooth members.

It was during the eighteenth century that a key was developed that when hooked around a tooth, and force applied that extraction became somewhat of a certainty when attempted. It was also during this period that plates were first made, hewn by hand, and teeth carved from bone. It is a fact that a notable in the United States, George Washington, sent to England, where this work was done only at that time, for a plate and the results, of course, were quite questionable.

The profession, for such the barber dentists called it, became more desirous of saving teeth and it was during the 19th century that metallic fillings were discovered. Hand drills, as the burs are commonly known, were also developed at this time. It took hours to clean a cavity of its decay by this primitive method. What a far cry to our present method with an electric motor and modern burs, it is done in as many minutes. The strides after this were very rapid and the story reads somewhat like a fairy tale.

Imbued with the idea of service to humanity a small group of men formed an association and the foundation for dentistry was laid in the city of

Baltimore, Maryland, where the first dental college in the world was erected and offered a six months course. In 1842 the same year of its foundation, the first dental diploma was given by the Baltimore College of Dental Surgery. The following year the course was lengthened to one year and it fluctuated from six months to two years for a number of years, until 1898 it was settled at three years. Now because of the great knowledge required of medicine, of which dentistry is a branch, it requires five years to complete the course.

Possibly one of the greatest aids to the development of dentistry, as of surgery, was the discovery of the various drugs to prevent pain of surgery, ether, chloroform, gas, and the local anaesthetics, cocaine, novocaine and others.

Still in Infancy

Dentistry is truly yet in its infancy: every day we read in our journals and hear in our societies of wonderful new discoveries in the profession.

Dr. Elliot, President Emeritus, of Harvard University, probably one of the best known educators in the United States, stated just a short time ago that he believed that dentistry was one of the greatest factors in preventive medicine.

In recent years through the penetrating eye of the X-ray we have found certain facts relative to the relation of infected teeth to the body in general and its organs to have such a bearing on our general health, and in the elimination of offending members the physical condition of individuals have been improved.

Statistics show very definitely and allow no argument relative to the improvement of school children after the comparative elimination of dental defects, the mentality of children is materially improved. The same applies to adults. It is also found that dental infections have such an influence on the individuals affected that not infrequently has rheumatism, neuritis, heart, kidney, and other organil affections resulted.

With your Editor's kind invitation I shall attempt in future articles to explain how and why the dental members when infected may affect our general health.

Used His "Bean"

Motor Cop (after hard chase): "Why in heck didn't you stop when I shouted back there?"

Driver (with only five bucks, but presence of mind): "I thought you just said 'good morning, Senator.'"

Cop: "Well, you see, Senator, I wanted to warn you about fast driving through the next township."—Tulsa Gasser.

FIFTY CENT BEACH FARES

Effective Sunday, April 12th, a special low Sunday excursion fare of 50c round trip between Los Angeles and various beach resorts was placed in effect, to be continued throughout the summer months, providing it proves popular enough to warrant its continuance.

Pending the arrival of summer weather, the volume of traffic to be developed by the establishment of this bargain fare cannot be determined. It is being advertised quite extensively in the local newspapers and employees of the Company can add to its effectiveness by mentioning to their friends and acquaintances, whenever opportunity affords, that they can travel on Sunday between Los Angeles and either Santa Monica, Ocean Park, Venice, Redondo, Manhattan, Hermosa, El Segundo, Long Beach, Seal Beach and San Pedro for 50 cents.

SPRING AUTO MOVEMENT ON

The springtime is classically credited with lightly turning a young man's fancy to love; also it may be charged with turning both the young and elderly man's fancy to a new motor car, femininity no doubt being the dominating influence.

This desire is usually realized which accounts for the early spring and summer being the peak months in the production and sale of motor cars. Consequently, now is the time to solicit the dealers in your city to specify Pacific Electric routing and T. J. Day, Freight Traffic Manager, urges the Agents to solicit this source of business.

Solicitation Brings Good Passenger Movements

ACTIVITIES of employees in recent months in solicitation of passenger and freight movements have resulted in our having affected a considerable volume of business which otherwise would not have been secured.

Outstanding in such business obtained by thoughtful employees was the movement, arranged through J. O. Jones, Agent, Pasadena, of 180 Junior members of the Y. M. C. A. of Pasadena to the Hollywood Egyptian Theatre where the large gathering of the younger generation received a visual lesson in history as portrayed and incorporated in the stirring motion picture drama, "The Iron Horse." Three 1100 class cars were furnished for the movement which occurred on Saturday, April 18th.

Trainmaster Rich of San Pedro also was instrumental in our having landed a special three car party movement of 150 members of the Rotary Club from San Pedro to Wilmington last month.

The Solicitation Bureau of the Passenger Traffic Department is now lining up excursions to the "Iron Horse" performance from Redondo, Hermosa, Manhattan Beach, Pasadena, Long Beach, San Pedro and Wilmington and have several other such movements pending.

For the benefit of employees who may not know of our solicitation forces, both the Freight and Passenger Traffic Departments maintain a corps of Solicitors and aggressively pursue all prospective special traffic movements. By merely supplying the

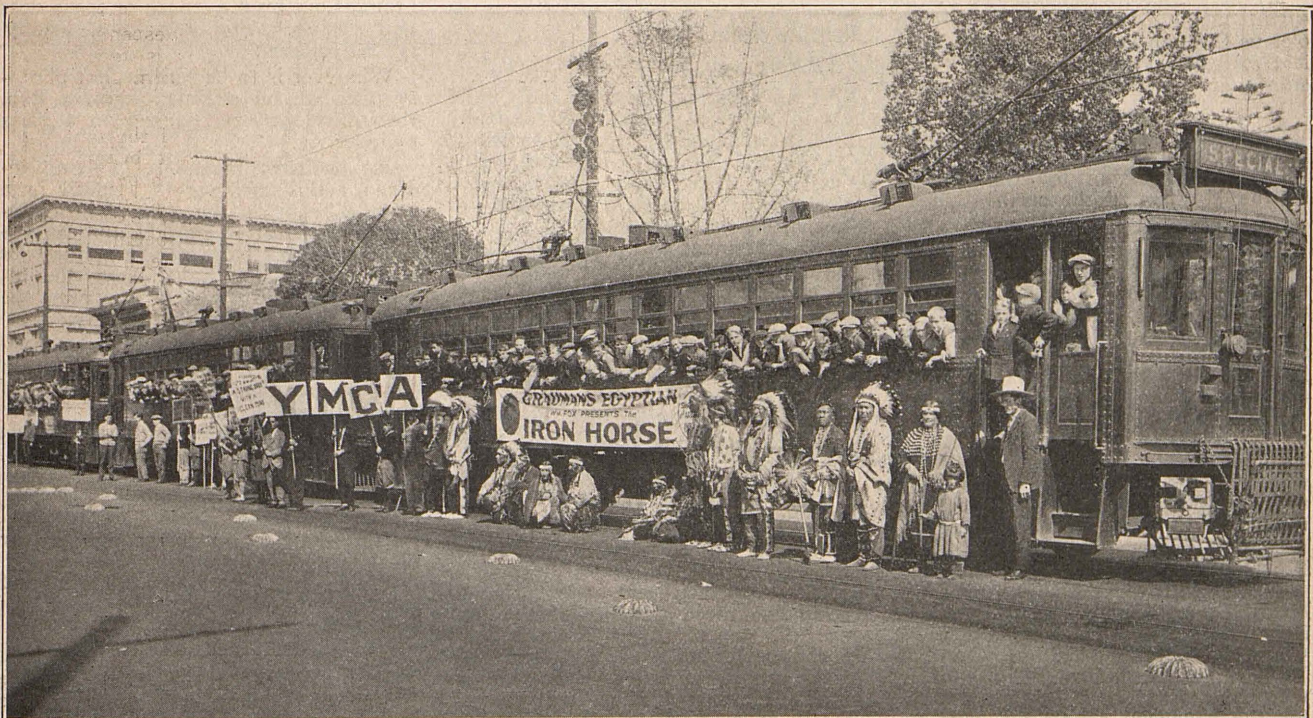
WORTH COST OF SPECIAL CAR SAYS MT. LOWE VISITOR

While more than a hundred thousand persons visit Mt. Lowe resort each year at the regular tariff charge of \$2.50, it is seldom indeed that a visitor is willing and anxious to pay a charge of \$33.00 for a special car to make the trip. However, last month we had such a visitor.

M. L. Partridge, an eastern manufacturer who had seen all the sights of the Southland, except Mt. Lowe, made inquiry at our Pasadena ticket office on Friday, April 10th if we had a late evening car returning. When told that such service is only provided on Saturday, Sundays and holidays, he inquired if he could engage special return service. When informed that it could be supplied by paying the regular tariff of \$33.00 he promptly accepted, explaining that he had heard so much of the beauty of the trip and that he had to leave for New York City early the following morning.

Mr. Partridge, his wife and two children took the late afternoon car, were taken in hand by Tavern Manager Clark who took the party to Inspiration Point and extended them other courtesies. Upon his return to Pasadena Mr. Partridge told Trainmen on the special car that he was grateful for the service supplied that the trip was well worth all it had cost him.

tip to these departments of a prospective movement employees can frequently affect, not only an immediate revenue producing movement, but quite often such information results in our permanently establishing the use of Pacific Electric service.



One of many excursions from various points on the system arranged through solicitation and traffic tips of employees. The party is 180 boys of the Y. M. C. A. of Pasadena enroute to the Grauman Hollywood Egyptian Theatre to witness the showing of the "Iron Horse."

THE PACIFIC ELECTRIC



MAGAZINE



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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 communication to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

Mother's Day

THERE is magic even in the word itself, and in the expression of it comes a reverence from all mankind to the person it typifies.

To Miss Anna Jarvis of Philadelphia, who initiated the second Sunday in May of each year as "Mother's Day," should pour out the gratitude of us all.

Mother—first to welcome us to the earth. Mother—constantly watching o'er us through life. Mother—the very last to leave us in adversity, and constantly loving, even unto death.

What a blessed word it is—every syllable the lisp sound laden with unalterable love.

Peace and lasting joy this day to all the Mothers of the earth!

Vacation Time

MANY of us are looking forward with enthusiasm for the day to arrive when we begin our annual vacation. To have the very best time possible at the minimum expense is a problem that many are already figuring upon.

We should also consider the result of our vacation, as too frequently it accomplishes quite the reverse of what was intended. Very often we return to our duties showing the result of travel strain and stress, and restfulness and rejuvenation have not been a part of the annual vacation leave.

It was with the thought in mind of creating a wholesome, restful, refreshing place that our Pacific Electric Camp was established in the San Bernardino Mountains. Those of us who have tasted its delights can vouch for the beneficial effects we have experienced in a sojourn in the heart of Nature, and, in addition, the economy of such a vacation.

Taxes Mount From Ten To Twenty Fold With Three Fold Capita Increase

THAT the downfall of nations can be measured in terms of taxation effect upon the people, was the keynote of an address delivered by President Paul Shoup before the Hoo-Hoo Club, at the Palace Hotel in San Francisco recently.

Mr. Shoup sounded a warning that if taxes continued to increase a national and state calamity would result. He showed by statistics that in recent years taxation has increased from 10 to 20 fold during a period when the population has increased by three fold.

"We are continually engaged in delving into one another's pockets to serve some supposedly public measure," he asserted. "Nearly every law is a restraint of some kind—every legislator desires to have a statute of his making and his name on the books.

"The things which make a nation great are not found in the statutes—this fact is overlooked by the legislators. Customs, traditions, character and associations make for the real final government of the country.

"The State is in a hopeless maze of conflicting statutes," continued Mr. Shoup, who stated that 17,000 bills have been passed by the Assembly and Senate since 1907.

"We haven't learned the art of leaving things alone," he said. "Introduction of bills alone in every legislature exceeds \$250,000 for the printing and distribution. And most of them never are passed. One Senator alone in the present session has introduced over 135 bills. How can these receive proper consideration?

"Many of the appropriations are for purposes entirely commendable in themselves, such as education and highways, but public moneys should be spent, just as a wise family spends its money with due consideration of whether or not there is sufficient income to pay for the things desired.

"The blame is on the public at large. Only a real necessity justifies anybody going before the legislature to have a bill introduced or a law passed."

It would be difficult indeed to find more pleasant surroundings, more beauty of prospect, nor more congenial association and the cost to us is only slightly more than staying at home.

Let's give our Camp first consideration this year in our vacation plans and by its use express substantially our appreciation of the privileges so liberally granted us.

"Before you Invest—Investigate"

EVERY man, woman and child in America loses \$6.00 annually through fraudulent stock transactions," says Lou E. Holland, President of the Associated Advertising Clubs of the World, who has made a close study of the matter.

This statement will probably stagger you until you look about your immediate circle of friends and see some of these losses close to your own hearth, if not in your own home.

The writer goes further into the subject and states that the losses are greater in manufacturing cities, that unskilled and uneducated men and women contribute most to stock frauds. Also he points out that on the Pacific Coast and especially in Southern California there is a notable increase in the yearly loss, the loss amounting to a yearly average of \$10 per capita.

Various agencies are endeavoring to stamp out these frauds, but the first and best step to thwart them is right in the power of each of us. These losses can be curtailed, if not almost entirely eliminated, if we will commit closely to memory and practice most religiously the slogan that heads this item—"Before you invest—investigate."

RADIO TRANSMITTED PICTURE

How pictures taken on one side of the world can and are now being transmitted to the other side without the aid of any metallic medium is told in a recent issue of a scientific journal. The miracle is accomplished by dots and dashes, the tonal value being brought out by the length of these dots and dashes. The principles, briefly, are as follows:

Whatever is to be sent is first photographed on an ordinary camera film, then developed and placed on a glass cylinder.

An ordinary incandescent lamp inside of this cylinder is focused in a minute beam on the film. The cylinder is then set in motion and, as the light and dark parts of the picture are traversed by the light beam, the intensity of the ray which penetrates the film is changed correspondingly.

This ever-changing beam, after having passed through the film, is again focused on the sensitive element of the photo-cell, which transforms the rays into electrical impulses which vary as the beam varies. These variations then pass through an amplifying system into a transmission device, thence over land wires to radio transmitting station and on through the air as dots and dashes.

We've had voice modulation and telegraph modulation, and now we have picture modulation.

Ike: "Why are the hands on the Statue of Liberty only twenty-three inches long?"

Mike: "Don't know. Why?"

Ike: "Because if they were 24 inches long they would be two feet."—Blah.

EXPRESS SERVICE IMPORTANT P. E. ADJUNCT



Twelve cars, making 19 trips daily in which they travel a total of 1073 miles, gives a good idea of the extensiveness of the express service of the Company.

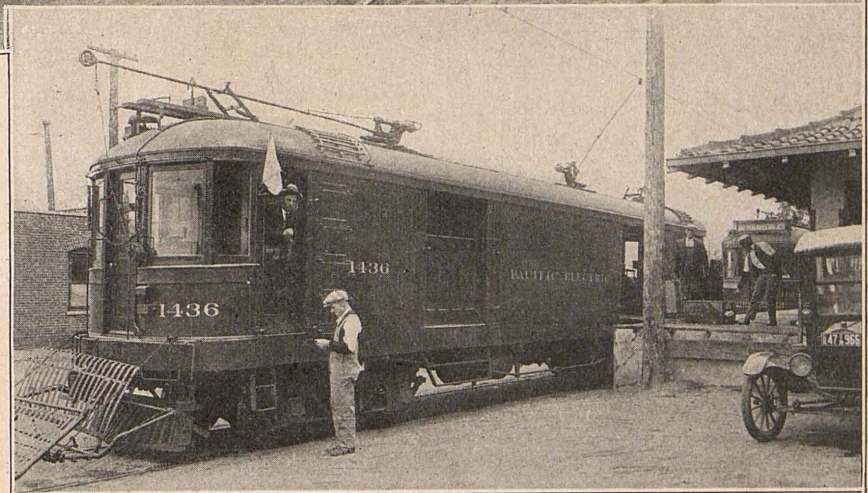
Above is some of the equipment receiving express direct from trains at Southern Pacific Station. Below express car is making delivery at our Monrovia Station.

By FRANK FARNHAM,
Acting Manager, Motorcoach Service

ONE OF THE important, but inconspicuous, activities of the Pacific Electric Railway is the transportation of express matter for the American Railway Express Company. The rapid growth of the express business, in keeping with the wonderful development of Southern California, adds another interesting chapter of the Company's role in meeting the district's sundry transportation requirements.

It is doubtful if many realize what a powerful factor for the upbuilding of this comparatively new country has been the rapid transportation of express, mail and passengers as supplied by the Pacific Electric Railway.

Our great network of lines, extending from Redlands on the east, San Fernando on the north, Santa Monica on the west and Balboa on the south, covers a territory approximately 70 miles wide by 100 miles long, and into



each of the hundreds of communities along our lines express service is rendered from one to three times each day.

Extent of Express Service

Some idea of the magnitude of such operations may be had when we realize that the twelve cars in this service make nineteen trips, totaling 1073 miles daily, except Sundays and certain holidays, or a total of over 360,000 miles per year, and that the revenue received by the Pacific Electric during the year 1924 exceeded \$250,000.00.

Away back in our early days, so short in years yet so far in development, the express matter was handled over some of our routes by private

individuals and on other lines by our own employees. Many of our present force can tell you of the days when we had eight or ten horse drawn vehicles, covering Los Angeles picking up and delivering packages carried by our express cars to and from the various stations along our lines where other wagons, either owned or under contract to our Company, were similarly employed.

With the phenomenal increase in population throughout our territory, it soon became apparent that an organization, especially designed for such service, was required, and accordingly, an agreement was entered into with the Wells Fargo Express Company.

under which they took over the operation of this department.

One of the paragraphs in this agreement provided for a joint employee who acted as Conductor-Messenger and, with the motorman, constituted the crew. "Them were the happy days" when this combination employee met his Motorman at the Seventh and Central Avenue car barn to get their car and then journey "around the Horn" at Seventh and Main Street down to the "Arcade Station." Here they helped load their car and fared forth to peddle it out along the way. For this pleasurable task the said combination employee was paid \$37.50 by the express company and the same amount by the railway.

Effect of World War

With some minor changes in operations these conditions continued until the World War, when the Federal Government took over railroad activities including an agreement with the seven express companies under which they were treated as a unit. Fortunately for the express companies, this agreement guaranteed them against loss, as under Federal control revenue could not keep up with expanding costs.

With the reorganization of railroad properties following the War, the problem of how to unscramble the express business was a difficult one to solve. The old ratios of rates to expenses, which governed the percentage to be paid to the railroads, had become hopelessly disarranged, so that the best solution presenting itself was a profit sharing agreement under the present Uniform Contract.

This joint agreement, to which we became a party in September, 1922, is a highly technical document by which the express company becomes the agent of all the roads joining in the contract. Thus we have one great express company of nation-wide scope, instead of seven, as before the war with their duplicated expenses and conflicting interests. This has resulted in great improvement in efficiency and economy.

The various railroads of the country are divided into four groups, each group containing the lines located within certain geographical boundaries, known as Eastern, Southern, Western and Mountain-Pacific Groups. A committee, appointed from the executives of the railroads in each group, have general supervision over operations within their territory and meet at certain intervals to discuss matters of common interest.

The method of arriving at the amount of revenue received by each rail line requires a mass of accounting detail, but is so planned that, after all expenses of the express company have been deducted from the gross receipts, a small percentage of the balance shall be credited to the express company and the remainder divided among the various rail lines in proportion as the amount of revenue earned by each line bears to the gross revenue earned by all lines in its particular group.

The railroad companies, at first, did not fare very well under this new plan, but as the organization is perfected and

Chief Executive Wins Additional Honors

PRESIDENT Paul Shoup, we are happy to record, last month received further recognition from his employing company when he was appointed to the position of Executive Vice President of the Southern Pacific Company.

Under the direction of President Wm. Sproule, Mr. Shoup will henceforth have immediate charge of the management, operation and traffic of the Southern Pacific railroad properties west of Ogden, Utah, and Tucumcari, New Mexico. His step forward came about through the readjustment of executive positions that followed the retirement of J. Kruttschnitt, Chairman of the Executive Committee which becomes effective on May 31st.

Mr. Shoup's new honors are very pleasing to his many, many friends in Southern California.

improvements made in methods of operation it is working out more satisfactorily.

Linked With Railway

This brief outline serves the purpose of impressing upon all of us that the expenses of the express Company bear a direct relation to our revenue from that source and that when we, in any way, assist that Company in increasing its business or rendering more efficient service we are contributing directly to the prosperity of our own Company.

One of the strongest competitors to the Express Company is our Federal Government by its Parcel Post. This department of the post office has always been run at a heavy loss, which means that the taxpayers at large have been paying a considerable portion of the transportation for the benefit of a comparatively few large shippers.

With the increased rates on parcel post, just being put into effect, this difference will be overcome, to a certain extent, but it behooves all of us, whenever given the opportunity, to boost the business of the Express Company which, in the final analysis, is our business.

This handicap given the Parcel Post has just been still further reduced by the new rates on express shipments effective March 1st, and we may reasonably expect these two factors, just mentioned, to show a considerable increase in the volume of express shipments as soon as the shippers become acquainted with these changes and that is where a little selling campaign by all of us will help.

Versatile Ruth

"What makes you think that Perkins don't know anything about sport?"

"Well, he told me that he knew Babe Ruth when she was a chorus girl."

L. A. HARBOR ACTIVITIES

The steamer Kermit of the United American Line, for which the Los Angeles S. S. Co. are Agents, arrived at Wilmington last month with sixteen carloads of Central American bananas, A. E. Ockerman, Chief Clerk, Wilmington, Pier A, advises. This steamer has refrigeration and the bananas were in splendid shape on arrival.

This is the first shipment to reach Southern California via this line, and the Standard Fruit & S. S. Co., who were the receivers of this shipment, advise that regular consignments are to be expected in the future.

Glad to report that the Pacific Electric secured all sixteen cars which moved to Los Angeles in a solid train: consignees being extremely pleased with our service, as we are in receipt of a nice compliment from them.

Another surprise was given when the steamer City of Los Angeles docked last trip. It was found that with the usual cargo of pineapples and bananas from the Hawaiian Islands, was 15,000 bags of refined Hawaiian sugar.

This is the first consignment of refined sugar to reach the port from this direction, and as in the case of the banana shipment, the Pacific Electric secured the sugar. The City of Los Angeles operates a regular schedule between Wilmington and Honolulu, and carries the house flag of the Los Angeles S. S. Co.

The mammoth structure erected by the Pacific Coast Borax Company, makers of the famous 20-Mule Team products, located on Mormon Island, is about to come into its own. Some months back this firm closed their Alameda branch and moved to Wilmington, but owing to the large stock on hand at Alameda, they have been filling most of their orders from that point. But now this stock is about exhausted and the new plant here is about to operate full capacity.

This is very encouraging and it will mean an increased revenue for the Pacific Electric, both in handling the raw material to their plant and hauling the finished product for distribution, not only to the western states, but mid-west territory as well.

NEW TARIFF IS EFFECTIVE

Pacific Electric Railway Company's Local, Joint & Proportional Freight Tariff No. 120-C, I. C. C. No. 74, C. R. C. No. 289, which names commodity rates between stations on the lines of this Company, as well as to and from East San Pedro on the Los Angeles & Salt Lake Railroad was published April 10, 1925, and becomes effective May 10, 1925.

This issue cancels Tariff No. 120-B and contains many rates changes and it is therefore important that all Agents familiarize themselves with the new tariff in order that proper rates may be assessed when the tariff becomes effective.

Red Ink?

Lost—A fountain pen by a young man, full of ink. Return to Review office.—Classified ad.

Timely Topics for Trainmen

IN order to make clear the application of Rule 70, Supercedure of Time Tables, the following illustration has been prepared by J. E. Wagner, Train Service Instructor, which it is hoped will make the procedure perfectly plain and eliminate any misunderstanding. It will be noted that the movements of the several trains scheduled on each time table are described in sufficient detail to make the subject thoroughly clear.

Old Time Table, effective 12:30 A. M.,

April 4th, 1922						
5	3	1	Sta-	2	4	6
a.m.	a.m.	a.m.	tions	a.m.	a.m.	a.m.
1:40	1:20	1:00	A	1:40	2:00	2:20
1:50	1:30	1:10	B	1:30	1:50	2:10
2:00	1:40	1:20	C	1:20	1:40	2:00
2:10	1:50	1:30	D	1:10	1:30	1:50
2:20	2:00	1:40	E	1:00	1:20	1:40

New Time Table Effective 1:30 A. M.,

April 4th, 1924						
5	3	1	Sta-	2	4	6
a.m.	a.m.	a.m.	tions	a.m.	a.m.	a.m.
1:50	1:30	1:10	A	1:40	2:10	2:30
2:00	1:40	1:10	B	1:30	2:00	2:20
2:10	1:50	1:20	C	1:20	1:50	2:10
2:20	2:00	1:30	D	1:10	1:40	2:00
2:30	2:10	1:40	E	1:00	1:30	1:50

Trains Nos. 1 and 2 of the old table are authorized for 30 minutes and if they run on time No. 2 will make B and No. 1 will make D then will run as directed by train order.

Trains Nos. 3 and 4 of the old table are authorized for 10 minutes and if they run on time No. 4 will make D and No. 3 will make B then they will run as directed by train order.

Trains Nos. 5 and 6 of the old table are not authorized, as the old table is not in effect at 1:40 a. m.

Trains Nos. 1 and 2 of the new table are not authorized as their time at the initial station is earlier than the effective time of the table.

Trains Nos. 3 and 4 of the new table are not authorized, as their time at the initial station is the same as the effective time of the table, therefore Nos. 1, 3, 2 and 4 of the new table will be authorized the first time on April 5th.

Trains Nos. 5 and 6 of the new table are authorized, as their time at the initial station is after the effective time of the table and can run on April 4th.

Extra trains on the road on April 4th 1924 will respect the schedules of the old time table until 1:30 a. m. after which they will disregard same.

Extra trains on the road on April 4th, 1924, will respect schedules of Nos. 5 and 6 of the new table but will disregard Nos. 1, 3, 2 and 4 until April 5th.

Mr. Wagner also will contribute for the information of Trainmen a series of articles dealing with the locating and overcoming of car and train failures while on the road. These will be prepared simply with a view to showing just where and how the difficulty can be overcome. Additional information on the subject is explained at the instruction classes and Trainmen are

urged to attend these classes frequently.

Below Mr. Wagner outlines the difficulties that may arise in connection with the operation of the 600 and 700-class Center Entrance Cars.

If a Car Fails to Move

First, see that train is protected, when necessary.

Check air pressure and observe if normal.

See that there is power on the line, by turning on light or observing other cars moving.

Check control switch and see that it is on; also re-set overload trip.

Inspect control fuse, door fuse, and ribbon fuse.

Inspect signal light; if burned out, turn "head and rear switches" to read "rear" on operating end, and "head" on rear end. When done do not start until receiving bell signal from Conductor.

Inspect switch group for stuck switches. Also see that overload trip is set, and try car with each set of motors cut out.

If car operates one direction and not the other, throw reverser by hand. If car still fails, turn on by-pass switch.

Two or More Cars in Train

In addition to the above inspection,

Bankruptcy of Railway Cited As Warning

"THE Chicago, Milwaukee & St. Paul Railway has gone into the hands of a receiver. This should serve as a 'stop, look, and listen' sign to the American public. We do not want nor can we afford to have our railroads in the hands of receivers. They must prosper if our commerce is to carry on. When transport fails, business fails. Regardless of the circumstances contributing to the present plight of the Chicago, Milwaukee & St. Paul, the fact of its condition remains.

"Now is the time for business, the shipper, the banker, the lawyer, the doctor, the individual in whatever walk of life, to stop look, and think. We are all disposed to give even the devil his due. How much more then should we give the railroad its due; that is, the consideration, co-operation, and constructive help always due to a strong and efficient partner in every line of American enterprise. To those who are so constructively co-operating with the railroads, we say, "Keey it up for your own sakes as well as theirs." To the others we can commend no better course than to Think."—La Salle University Bulletin.

don't forget that all "head and rear switches" should read rear, except the one on operating end.

See that all coupling levers are in proper position.

Remember that if trolley comes off on rear car or stops on a breaker, train will not move unless the by-pass switch is turned on.

If control fuse blows after being replaced, uncouple the electrical portion only, and try each car separately and operate from O. K. car, arranging for hand signal.

Brakes

If brakes fail to release, re-apply and then release. If they fail, inspect brake valves and coupling levers throughout the train to see that they are in proper position; also Conductor's valves. If they still fail, turn off pump switch and bleed main reservoir. Then close main reservoir cut-out cock and bleed cock, then turn on pump and couple following car, or use hand-brake to clear main track.

TRANSPORTATION NEWS ITEMS

The following items were gathered and condensed from recent issues of national electric railway journals:

The City Council of Atlanta, Ga., recently eliminated jitneys from the downtown streets of that city by a vote of 22 to 8, when an ordinance introduced by the special Traction Committee was adopted.

The ordinance, however, permits operation of buses with a capacity of 17 persons or over, in sections not served by the railway.

The International Railway has been operating a Coach line in Bailey Avenue, Buffalo, at a seven cent fare, with a loss of more than \$2,000 per month. The company has requested the Public Service Commission to at once permit the collection of a ten cent fare, without which, service must be discontinued.

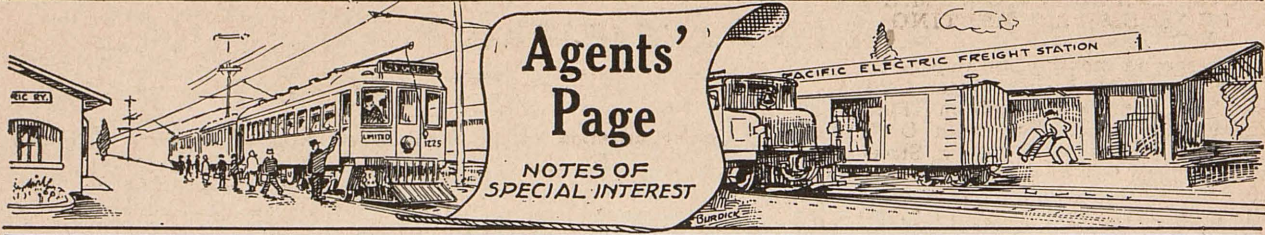
Electric railway fares in Athens, Ga. will be advanced to ten cents for one cash fare with two tickets for fifteen cents.

The city of Newburgh, N. Y. has raised its Coach fare from seven cents to ten cents, being unable to operate at the lower fare.

Car-riders of Johnstown, Pa., are now paying a 7½ cent fare.

The Altoona & Logan Valley Railway of Altoona, Pa., during 1924 carried 18,949,702 passengers without a single fatal accident.

A protest against operation of one-man-cars in Little Rock, Ark. was overruled by the Public Utilities Commission of the Little Rock Council at a recent meeting. The report of the Committee on the protest against the operation by the Arkansas Central Power Company of the lately installed one-man-safety-cars was brief in favor of the new cars. The report was adopted by a unanimous vote.



PENALTY AND BUSINESS LOSS RESULT FROM MISROUTING

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

THE routing of freight in compliance with shipper's routing instructions is a matter of considerable importance to both the railroads and the shippers and is a subject in which the Agents are particularly concerned. In the last issue of the Magazine we considered Section 15 of the Interstate Commerce Act which makes it mandatory upon the railroads to observe shipper's routing instructions for the protection of the interested carriers and it is appropriate at this time that we consider the subject from the standpoint of the shipper.

The same section of the Interstate Commerce Act gives to the shipper the right to designate in writing by which route the property delivered to the carrier shall be transported to destination where two or more through routes and *through rates are available from point of shipment to destination. It is the duty of the initial carrier to route the property and issue a through bill of lading therefor and to transport the property over its own line, or lines, and deliver the same to a connecting line according to such through route. Also, it is the duty of each of the connecting carriers to receive the property and transport it over its lines and deliver the shipment to the next succeeding carrier, or consignee, according to instructions contained in the bill of lading. Although the preceding has specific reference to the Interstate Commerce Act, the Public Utility Acts of the various states contain similar provisions and the same duty is imposed on a carrier handling an intrastate shipment as on an interstate shipment.

In order to secure desired delivery to industries, plants or warehouses and to avoid unnecessary terminal or switching charges, the shipper may direct as to terminal or delivery of shipments which are to go beyond the lines of the initial carrier and his instructions must be observed in routing and billing such shipments.

In the absence of specific through routing by the shipper it is the duty of the carrier, through its Agent, to route the shipment via the cheapest route known to him of the class designated by the shipper—that is, all-rail, or rail-and-water—and via which he has rates that can be lawfully used.

If through neglect, or error, the carrier's agent mis-routes a shipment, either by non-compliance with shipper's routing instructions, or by forwarding the shipment via a more expensive route, in the absence of specific routing instructions, and thereby

causes extra expense to the shipper over and above the lawful charges via another available route of the class designated by the shipper—that is, all-rail or rail-and-water—the carrier at fault is responsible. In such instances he must pay to the shipper the additional expense incurred through error or neglect which amount must be borne entirely by the carrier at fault.

The obligation lawfully rests upon the carrier's agent to refrain from executing a bill-of-lading which contains provisions that cannot be lawfully complied with, or provisions that are contradictory, and therefore impossible of execution. When, therefore, the rate and the route are both given by the shipper in the shipping instructions and the rate given does not apply via the route designated it is the duty of the carrier's agent to ascertain from the shipper whether the rate or the route given in the shipping instructions shall be followed. Failing to do this, the carrier is responsible for any extra cost which may be incurred. If, however, the agent of the carrier, after exercising reasonable diligence, is unable to obtain more definite instruc-

tions as to routing, the shipment should be sent via the route specified in the bill of lading.

The principles above set forth will, undoubtedly, be of considerable assistance to the Agents of this Company and cover, generally, the entire field of routing. However, it is suggested that if the Agent is in doubt as to the proper course to pursue the Freight Traffic Department should be called upon for instructions, as errors in routing are in many instances very costly to the Company.

*The term "through rate" as above used refers to the rate lawfully applicable which may be a joint rate or a combination of local, joint or proportional rates.

ANNUAL AGENTS' GATHERING TO BE HELD AT MT. LOWE

Through the courtesy of the management, the members of the Pacific Electric Agents' Association will hold their Annual Outing this year at Mount Lowe Tavern and Cottages.

Due to not being able to accommodate the entire membership at one time, it has been necessary to divide the party, taking the members from the three divisions on different dates.

On Sunday, May 3rd, the Northern Division Agents and assistants, with their wives, were taken to the resort on special cars.

Sunday, May 10th will be Southern Division day, and Sunday, May 17th Western Division day.

It is the desire of the management that all Agents and their assistants, who can possibly do so, arrange to avail themselves of this splendid opportunity of getting first-hand information regarding the trip to Mt. Lowe and also inspect the new improvements and additions which have been made.

All agents who have not done so shall send in their requests for transportation to the Passenger Traffic Dept. as soon as possible to insure receiving it in time.

SEEK PASADENA FARE RAISE

Showing that the Company's bus operations in the city of Pasadena caused a loss of \$180,000 for 1924, application was made last month to the State Railroad Commission for permission to increase local fares in that city.

The present 5-cent fare was asked to be increased to 8-cents, with eight tickets for 50-cents, and the 10-cent fare was requested to be raised to 12-cents. School children's tickets, now selling at 40 rides for \$1.20, were asked to be raised to \$1.60.

Henry Ford Cites Dangers Of Municipal Ownership

“THE ‘municipal ownership’ cry is subsiding in the United States.

“The probable reason is that good as it is as a theory, it does not work out in practice. Men who are competent to run great enterprises are not in politics, and if they are hired to run municipal utilities they are too much hindered by politics.

“One very bad feature of municipal ownership is that newspapers seldom tell the people the full truth about it. One good feature of private operation is that newspapers will jump on a corporation at the least deviation from service. It is a sad condition when newspapers cease to be watch-dogs of the public welfare and become silent accomplices of public incompetence in municipal operation.

“But, whether privately or publicly operated, public utilities should be strictly amenable to general public control. Every franchise should stipulate that. And in municipal ownership, taxpayers should be informed how much of a deficit they are making up.”

STOREKEEPERS DISCUSS MANY PROBLEMS AT MEETING

The second monthly meeting of the Stores and Purchasing Departments was held at the P. E. Club on Thursday evening, April 16th, with D. E. Porter, Storekeeper at Macy Street, as Chairman. The interesting account of the proceedings was recorded by Frederick B. Hopkins of the Stores Department.

Three members of the department who are musicians were introduced and furnished several well rendered selections, the musical trio being Francis B. Clark, Storekeeper at San Pedro and Long Beach, saxophone; William Clark, Stationery Store in Los Angeles, saxophone; and Ellis Lierow, Macy St. Store, cornet. The music, which was of a high order, revealed talent heretofore unknown among us and brought hearty applause.

Cliff Curle, Storekeeper at San Bernardino was the first speaker on the list and owing to a slight indisposition was obliged to retire before his discourse on "Necessity of furnishing P— (Purchase) and C— (Shop Manufacture) numbers on requisitions" was completed.

Next followed a brief address by Francis Clark, San Pedro Storekeeper on "Repairs and Return of Material." The speech of Edwin Rieber, Storekeeper at Sherman on "Material Received in Error" was true to form and opened the way for considerable debate, after which George Huntington, Storekeeper at 6th and Main Sts., Los Angeles, gave a talk on "Not in Stock." The many difficulties that have been experienced at 6th and Main Sts. due to "rush" shipments and the like were enumerated in a very positive manner and suggested to us the thought of "More haste and less speed" as an appropriate slogan.

Again we heard from C. Thorburn, Purchasing Agent, who presented for our consideration "What it means to be a Pacific Electric employee." His pleasing personality and dry, but ready, wit again were manifested and all hope that he will be with us as often as possible at our future meetings.

The outstanding feature of the evening was the presence and address of Vice-President and General Manager D. W. Pontius. After a few introductory remarks by Mr. Thorburn and General Storekeeper Fenimore, he gave us reminiscences and related many antidotes in his railroading experience. Touching upon the many obstacles that had been encountered during the past year by the Pacific Electric, he brought a message of hope and faith in the future and in spite of all handicaps in the path of progress, his prediction was that better times are just ahead.

Indeed, it was very gratifying to have had Mr. Pontius with us, and especially so when we reflect upon the friendly and hopeful words spoken. When the meeting was adjourned at nine it seemed our burdens had become lighter and many of our anxieties and perplexities had vanished.

The next meeting will take place in the early part of May, announcement of which will be made later.

"Pacific Electric Has Founded Cities and Made The Desert Bloom"

Calling attention to the rapid development of Southern California communities following extension of the Pacific Electric lines thereto, the above quotation is the manner in which the Lincoln Heights News summarized an excellent editorial on the subject. The following is a reproduction of the complete editorial;

THE Pacific Electric Railway has been a pioneer, so to speak, in developing suburban towns near Los Angeles and credit should be given the company. A few years ago Pasadena was a small, provincial place, not aware of its potentialities and merely dreamed of having a few anaemic millionaires to come from the frigid East and spend the winter. The Pacific Electric Railway was built and Pasadena soon became, a city—its growth was magical, owing to the electrical connection with Los Angeles. The foothill towns like Sierra Madre, Monrovia, Arcadia, Glendora and Azusa, were struggling pueblos, with a main street and a drug store on the corner, where a few old timers met and after whittling awhile and drinking a few rounds of sarsaparilla, predicted that several streets might be paved next year. With the advent of the Pacific Electric Railway, the high visibility of enervated yaps, disappeared and population and prosperity followed. They are now all large and thriving towns, incorporated cities, with mayors and big normal high schools and factories and great civic pride. What transformations can be attributed to the electric cars!

"Then look at the magical change along the Pacific Coast, due to the transportation system of the Pacific Electric Railway. Venice and Long Beach were dots on the map; Santa Monica was dozing in patrician pride with a few old families; Ocean Park was emerging from sand dunes; philanthropic Abbott Kenney wore a straw hat all the year to encourage the idea that this is a semi-tropical climate, especially at the beach and all this brave boasting seemed futile, the hot-air dream of a few real estate men when lo! in came the electric roads and changed their grand dreams to prosperous reality. Let us not forget the great pioneer work of the Pacific Electric Railway, the company founded cities and has made the desert bloom."

FIRE CHIEF PRAISES SPEED OF SHOPMEN IN DRILL

The speedy and efficient manner in which San Bernardino shopmen responded and conducted themselves in a fire drill last month elicited warm praise from O. W. Newcombe and Joseph Artell, Chief and Asst. Chief respectively of the San Bernardino Fire Department.

During a visit of these gentlemen to the shops on a tour of inspection, General Foreman James Gilbert decided that it would be an opportune time to have a fire drill. Without having warned anyone of his intention to have a surprise drill the alarm was sounded.

With due haste, but without the excitement and bustle that frequently prevails under such circumstances the well-organized shopmen responded. By a watch, in less than one minute eight cars had been removed from the shop to a safe distance, hose was strung and water under strong pressure was being played over the building; also, assigned men were ready for action at designated locations with fire extinguishers.

After the drill Fire Chief Newcombe commended the shop forces very highly for the creditable manner in which they conducted themselves in the drill and gave a short talk in connection with fire prevention.

P. E. MASONIC CLUB DOINGS

"Engineering Department Night" Tuesday, May 12th.

The next regular meeting will be held May 14, at the Pacific Electric Club 7:30 p. m. sharp. S. R. Florence will be chairman of the evening and in charge of all arrangements.

During the past month, the Club visited Manchester and Sierra Madre Lodges, and conferred the Master's Degree upon two fellow employees.

CAMP OFFERS NATURE STUDY

Birds and wild flowers in the San Bernardino mountains adjacent to the P. E. Camp were the subject of a most interesting article submitted to the Magazine by Mrs. W. F. Smith, wife of Ass't. Sup't. of Power, W. F. Smith. Only lack of space to devote to such items in Magazine prevented its publication in full as the article was well prepared and the writer well versed in the subjects.

Mrs. Smith has made frequent trips to the Camp where she has made an intensive study of the many varieties and species of birds and wild flowers found there and would be glad to hear from others interested in the subject.

"What can be done with the by-products of gasoline?" asks a contemporary. Usually, they are taken to the nearest hospital.—The Humorist.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The April meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms on April 1, 1925, at 2:00 P. M. The following members were absent: C. W. Cornell, W. T. Orr, J. E. Gerst, H. L. Legrand, H. E. Fokkett, H. Ross, W. H. Lowry, M. T. Spencer, H. R. Grenke, F. L. Guentette, S. A. Bishop, and F. L. Annable.

Club Fund

Balance, 3-1-25	72.06
Receipts	\$1,148.75

Total	\$1,076.69
Disbursements	1,056.75

Balance, 3-31-25	\$ 19.94
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Relief Fund

Balance, 3-1-25	\$ 123.00
Receipts	519.00

Total	\$ 642.00
Disbursements	483.50

Balance	\$ 159.10
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Unfinished Business

Mr. Thorburn stated that he had gone into the question of ventilation in the shops at Torrance and had been able to get a work order for the necessary work to give the proper ventilation in all shops. It was found that the Welding Shop needed very little work to make its ventilation adequate.

This will involve an expenditure of \$1,300 on the part of the Company, but it is felt that it will be well worth the outlay.

The return of the popular Executive Committeeman, Mr. McCammond after his sojourn at the Pacific Hospital, was noted with pleasure by all present. Mr. McCammond spoke very highly of the medical attention given by Dr. Weber and Dr. Scholz and the most excellent care given by the nurses in charge. Mr. McCammond feels that he owes much to those who were instrumental in his rapid return to health.

Mr. Vickrey stated that passes would be issued to members of the National Guards if their names are given to him so that the proper record may be made of their attendance at drill. Those wishing to be given this privilege should get in touch with Mr. Vickrey at the very earliest date.

The Executive Committeemen appointed Harold J. Steitz to fill the vacancy made by the resignation of Miss Nellie McCabe who represented the General Superintendent's Department in the Executive Committee.

New Business

Mr. Delmar brought up the subject of proper toilet facilities for the Trainmen at Santa Monica. After some discussion it was decided to ask Mr. Delmar to look into the matter more thoroughly and report to Mr. Vickrey

who would doubtless be able to handle the matter satisfactorily.

On Wednesday, April 8, 1925, an entertainment was given at San Bernardino for those of the Club Members living in that part of the Pacific Electric territory. This is a yearly event and is always popular with those living in that vicinity and unable to attend the Club functions in Los Angeles frequently, owing to the distance.

Those departments who wish to give special entertainments to their fellow workers and friends should request their Executive Committeeman to get in touch with Mr. Vickrey who will gladly talk the matter over with the idea of giving something which will be enjoyed by everyone.

The new Dental Department which opened the fifteenth of March has proven itself to be highly appreciated by the employees of the Pacific Electric Railway Company. Another dentist has been engaged by Dr. Kaufman in order to meet the demand made by employees.

The rates are very low and afford employees opportunity for safeguarding their health. Unless an emergency case appointment should be made before appearing at the office.

Mr. Vickrey stated some of the following facts concerning the opening of Camp June 1, 1925: It is expected that the attendance will exceed previous years. Five new row boats have been purchased, additional cabins will be built to those which were erected last year and which proved very popular. Our Camp is now considered the finest of its kind in the United States and should be visited by all those able to obtain their vacation during the season that Camp is open, which is from June 1, 1925, to September 30, 1925.

Mr. Schermerhorn made a very pleasant talk concerning the advantages to the Camp and added his voice to that of Mr. Vickrey's in urging the members of the Executive Committee to visit Camp as well as suggest to those of their fellow employees.

P. E. CLUB BULLETIN

From May 10, to June 16, 1925

- Monday, May 11:**
P. E. Band rehearsal, 8:00 P. M.
- Tuesday, May 12:**
Masonic Club meeting, 8:00 P. M.
- Wednesday, May 13:**
Rod and Gun Club, 8:00 P. M.
- Thursday, May 14:**
Club Dance in Ball Room at the Club, 8:30 P. M.
- Friday, May 15:**
Vaudeville at the Club, 8:00 P. M.
Northern Division Safety Committee meeting, 2:00 P. M.
General Staff Meeting, 10:00 A. M.
- Monday, May 18:**
P. E. Band rehearsal, 8:00 P. M.
- Wednesday, May 20:**

The Trainmen will meet at follows:
Northern Division at Pasadena.
Southern Division at the Club.
Western Division at Sherman.

- Thursday, May 12:**
Club Dance in Ball Room at the Club, 8:30 P. M.
- Monday, May 25:**
P. E. Band rehearsal, 8:00 P. M.
- Thursday, May 28:**
Club Dance in Ball Room at the Club, 8:30 P. M.
- Friday, May 29:**
Vaudeville at the Club, 8:00 P. M.
- Monday, June 1:**
P. E. Band rehearsal, 8:00 P. M.
- Wednesday, June 3:**
Executive Committee meeting, 2:00 P. M.
- Thursday, June 4:**
Southern Division Safety Committee meeting, 2:00 P. M.
Club Dance in Ball Room at Club, 8:30 P. M.
- Monday, June 8:**
P. E. Band rehearsal, 8:00 P. M.
- Tuesday, June 9:**
Western Division Safety Committee meeting, 2:00 P. M.
Masonic Club meeting, 8:00 P. M.
- Wednesday, June 10:**
Rod & Gun Club meeting, 8:00 P. M.

APRIL DEATH TOTAL SEVEN

The month of April stands out as an unusual one in the number of deaths of employees, a total of seven of our fellow workers having passed away, among them being the following:

John W. McCulley, Electrical Dept.; James W. Poston, Transportation Dept.; Harry L. Gibson, Freight Dept.; Frank Eckner, Engineering Dept.; Henry M. Boehme, Transportation Dept.; August F. Fink, Mechanical Dept. and Margaret L. Wood, Medical Dept.

Our deep sympathy is extended to the families and relatives of the fellow-workers whom death called.

Insurance provisions provided by the company brought a measure of comfort and relief to those left behind. In the case of all seven, group insurance was paid, five of whom applied for the additional amount to be purchased; likewise five were members of the Mortuary Fund. A total of \$13,200 was paid to beneficiaries named by the deceased employees.

Two additional disability claims, one for \$51.25 and one for \$86.26, were also allowed during the past month.

BOOKS DONATED TO LIBRARY

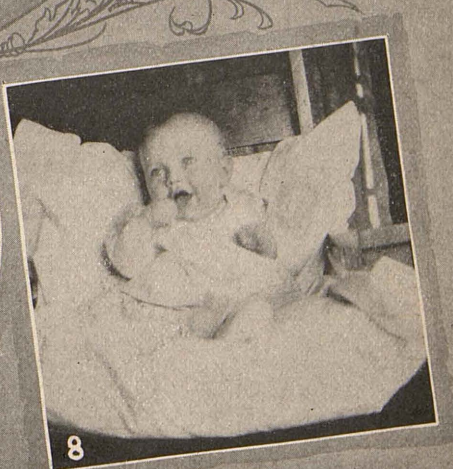
Acknowledgement and appreciation of the receipt of thirty books donated to the Club's library is extended to H. A. Crocker, Westinghouse Air Equipment Company. Mr. Crocker turned over to the Club fiction work by such noted writers as Zane Grey, E. Phillips Oppenheim, Peter B. Kyne, George Gibbs, James Oliver Curwood and many others of repute.

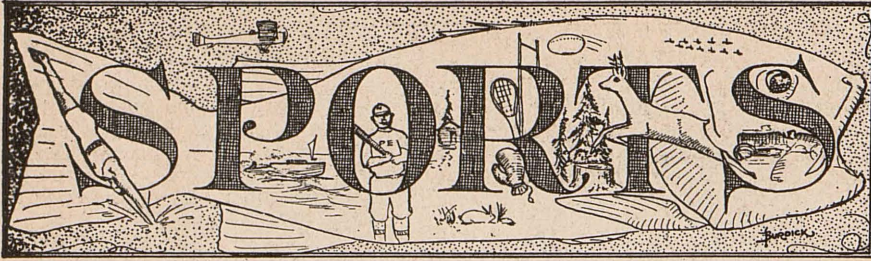
All the books were in excellent condition and his contribution will afford many pleasant hours for users of the library.



**Junior Members
of the
P. E. Family**

1. Alice Bell, 7 yrs.; Charlotte May, 5 yrs.; Esther Elizabeth, 2½ yrs.; daughters of Charles Beer, Conductor, Southern Division.
2. Lindsey Jerrymyer Britt, Jr., age 6 weeks, son of Lindsey Britt, Switchman, Southern Division.
3. Milton D. Prescott, 15 mos., son of C. D. Prescott, Conductor, Western Division.
4. Jeanette Senay, 20 mos., daughter of O. E. Senay, Motorman, Western Division.
5. Eleanor, 4 yrs., and Donald, 6 mos., daughter and son of Earl C. Wallich, Towerman, 6th and Main Sts.
6. Virginia and Rachel L. Reid, daughters of A. R. Reid, Motorman, Northern Division.
7. Wm. Freeman McAllister, 2½ yrs., son of William McAllister, Motorman, Western Division.
8. Ronald Earl Moyer, 7 mos., son of Earl Moyer, Special Clerk, Disbursements Bureau.





P. E. SHOOTERS DEFEATED BY FOOTHILL GUN CLUB TEAM

The team shoot with the Foothill Gun Club was held at the Arcadia Gun Club on April 19th as scheduled. Following our usual luck, we lost again; a couple of our shooters being away off form, threw the game this time. The Foothill team won by 14 points on a 250 point shoot.

The following scores were made by our members who were there:

K. Thompson, 11-21-17-14-13-20-20-21.

L. V. Thompson, 17-16-19-15-20-23-21.

B. F. Manley, 22-19-22-25-24.

F. L. Manley, 22-24-21.

H. L. Wiggam, 20.

K. L. Oefinger, 20-24-22.

L. H. Newport, 12-16-17-18.

A. B. McLeod, 18-19-18-15-18-19.

H. Smith, 24-22-24-23-24.

P. Z. Hays, 20-18-20-21-21.

D. L. Robertson, 17-16.

W. J. Hodge, 22-22-20-22-22.

E. R. Smith, 19-20-15-19.

E. J. Hasenyager, 18-19-17.

Mrs. L. R. Spafford, 11-14-18.

Helen Spafford, 18-19-20.

At the last gun club meeting held in the club rooms at the P. E. Club a new officer was appointed on the gun club staff in the person of V. B. Radcliffe as Road Commissioner. It is expected that our road will now be kept in first class condition, and personal inspection proves that some work has actually been done and the road into the club is now in very good shape.

The question of whether or not the club should purchase an automatic angle trap was brought up by Burleigh Manley. Favorite remarks made by himself and several others, including President Wiggam, brought forth a motion that one of the traps be purchased and the old Ideal Legget trap, which we have had under lease, go back to the owners. This action makes the club the owners of all of the equipment on the grounds.

The next bluerock shoot will be held on May 24th and it is expected that this shoot will be one of the big events of the season. We are expecting a large crowd and as it is to be a merchandise shoot there will be lots of worth while prizes.

The Club is still looking for two or three more lady shooters so as to arrange a ladies' team.

P. E. Ball Team Wins High Local Rating

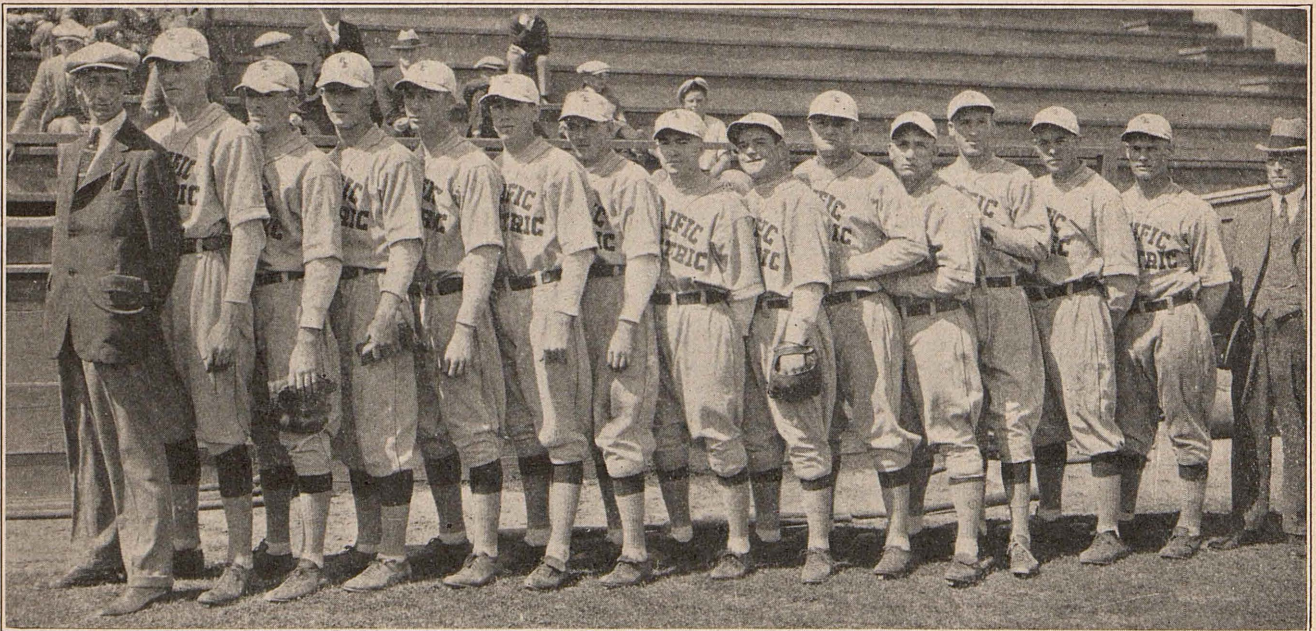
SINCE the last issue of the Magazine the Pacific Electric baseball team has played six games and won five of them, being defeated 5 to 4 on Sunday the 26th by the fast Shell Oil team, who had at that time won twenty-three straight games, in which count were included eight exhibition contests with Coast League teams. Our boys had this game well in hand by one point until the fatal ninth, when two miscues on the infield placed on base the two men who eventually scored. The oilers used Philips of the Los Angeles Coast League Club to save the game for them in the last frame.

On the 19th our club took the deciding game of a three-game series with the good Santa Barbara nine defeating them 5 to 4. The Pasadena Merchants, who hold the title of champions of Southern California, were taken into camp on the 12th, score 4 to 2, for the third straight.

After having won twenty in a row, on Saturday, May 2nd, the Glendale Merchants were completely demoralized by the P. E. boys. The final score was 21 to 7. This was on the eve of the Glendale's departure on a barn-storming trip through the eastern states, falsely heralded, however, as the "Semi-Pro Champions of the Pacific Coast."

"Lefty" Dill, who has been pitching great ball since joining the Club, almost had a no-hit game to his credit on Sunday, May 3rd, when he held the Saugus team to one hit, this coming after two were down in the ninth inning.

The following are the scores from April 11th to May 3rd:



Pacific Electric baseball team members, who through their work in the past few months, have gained the recognition as being one of the three leading semi-pro teams in Southern California.

From left to right: Chas. P. Hill, Manager; Roy Whitman, left field; Al Montgomery, pitcher; Clarence Stuebe, pitcher; F. W. LaBonte, right field; Dan Fitzgerald, 1st base; Elmer Rall, pitcher; Jack Bunny, center field; Tony Antista, shortstop; Frank Drunert, 2nd base; Frank Reynolds, 3rd base; Willard Dill, pitcher; Bob Rachford, right field; Tony Perez, catcher and Geo. H. Grace, Asst. Manager.

	Runs	Hits	Errors
April 11—			
Pacific Electric...	8	11	0
T. V. Allen.....	0	1	1
April 12—			
Pacific Electric...	4	9	3
Pasadena Merchants	2	6	2
April 19—			
Pacific Electric...	5	12	2
Santa Barbara....	4	9	2
April 26—			
Pacific Electric...	4	9	3
Shell Oil	5	7	2
May 2—			
Pacific Electric...	21	18	2
Glendale Merchants	7	12	2
May 3—			
Pacific Electric...	7	8	1
Saugus	1	1	2

The Pacific Electric team has entered the Major Summer League which begins play on Sunday, May 10th. The opening game will be played at the Shell Oil field at Signal Hill versus George Stovall's Petroleum Midway. This League will be the fastest in Southern California Semi-pro circles and will consist of Shell Oil, Petroleum Midway, Pasadena Merchants, Chanslor-Canfield Midway, Irvine and Pacific Electric. The Clubs are all well balanced and some great baseball is expected.

The Summer Industrial League will get under way Saturday the 15th. This organization will have six or eight of the fastest industrial teams around Los Angeles. The Pacific Electric will have in the league practically the same line-up which won the Winter Industrial League championship.

CLUB OFFERS MOST VALUABLE PRIZES IN ITS HISTORY

Adjoining the large glass cases in the club rooms at the Pacific Electric Club is the finest and most valuable assortment of prizes ever offered in competition by the P. E. Rod & Gun Club.

The following firms and individuals have very generously contributed to the prize list for the season of 1925:

- x Tufts Lyon Arms Co. by Lou Reed.
- x Woods Jackson Arms Co. by Bill Goodman.
- V. A. Corrigan Co. by Jean Adams.
- x New York Hardware Trading Co. by Laurence Spooner.
- x Army and Navy Department Store, by N. T. McGuire.
- U. S. Cartridge Company, by E. L. Valleen.

- Mutual Life Insurance Co., by W. L. Thomas, Gen. Agent.
- x Pasadena Hardware Co., by Edwin J. Somis.
- x Pasadena Sport Shop, by Emil Voseipka.
- x Miller Reed Co., by Dan C. Miller.

In addition to contributing to our prize list, all firms designated by (x) are granting very liberal discounts to members of the Rod & Gun Club when properly covered by an order. Rod & Gun Club members are particularly requested to patronize the firms who are donating to our prize list.

Be sure to attend the next meeting on May 13th and look over the fine display of prizes for the present year and bring that new member with you

FORMER ROD CLUB MEMBER TELLS FISH YARN

Catching 1643 fish in exactly 35 minutes sounds suspiciously like a "fish story," but the circumstances and previous good reputation of the writer and claimant, one Henry Edmonds, Captain in the U. S. Army and previously a Motorman on the Western Division, are such as to warrant giving him the benefit of the doubt.

Here's the story as Capt. Edmonds tells it:

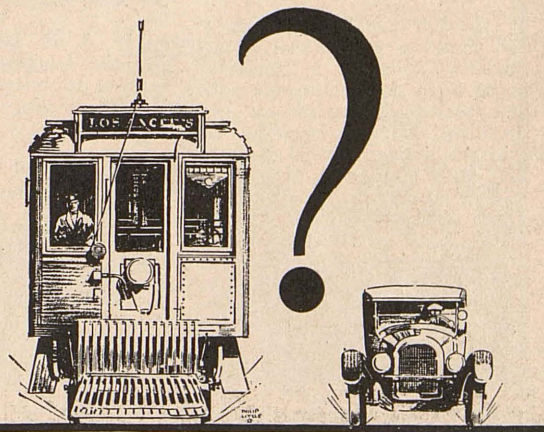
"I was surprised to read in the February issue of the Magazine where my old friend and comrade, J. W. May, had won a prize for his fishing prowess. As an old P. E. man who has fished in all parts of the world, including the Los Angeles and San Diego rivers, I claim there are no fish or nimrods in Southern California, whose size, in the first instant, and ability, in the second, are worthy of the name.

"Why, we fish up in this country. To-day for instance, with a friend and a Ford, I drove out about 18 miles east of Portland to a little stream that empties into the Columbia River at that point. We fished exactly 35 minutes by the clock and caught 1643 fish, count 'em. We could have caught more, but had the very limit we could find room for on the little Henry.

"I agree that it was quite some catch when you consider that we alternated in the use of the pole; at one cast I brought up as many as 72. What kind of equipment did we use? It was a good old No. 3 basket, waste paper; wire securely fastened to the end of a ten foot pole. The stream was the Sandy River and the fish were smelt on the annual run up the Columbia and its tributaries to spawn."

Now Capt. Jack, let's hear you tell one!

Capt. Edmonds is now stationed at the Vancouver Barracks, Washington, and will be glad to hear from his former comrades in the service.



"Carfare" to Los Angeles —\$51, or \$9 Monthly?

There is an average saving of about \$42 per month in cash to the man who doesn't drive himself to town, if he lives 13 miles from Los Angeles. Figure your saving proportionately according to your mileage. Another saving is that of "nerve strain" caused by traffic-driving. Another is in the time that you can spend in profitable reading when you go to town in this comfortable, carefree way.

CAN you really afford to drive your car to town every day when the actual costs figure about as follows, based on a distance of only 13 miles?

Cost of gasoline, oil and ordinary depreciation at 7c per mile—26 miles daily for 26 working days	\$47.32
Parking space at 15c per day	3.90
Total monthly cost of commuting by automobile	\$51.22
Average cost of Pacific Electric commutation tickets for the same mileage monthly	\$9.00
Cash saving per month to commuter	\$42.22

Isn't it better to save this amount, or spend it in more profitable ways?

Isn't it more comfortable to ride to town in a big Red Car, and read your morning paper on the way?

Don't you arrive less tired than when you drive yourself through traffic jams?

Isn't it more healthful to walk a few blocks to and from the Red Car, morning and evening, than to go days without exercise?

Don't you find traffic congestion more and more annoying, parking space more costly and more difficult to find?

Try The Red Cars for ten days. See how much you like them. Figure what you save in cash. Then decide if you want to go back to the old way of getting into town.

THE "Pacific Electric" is a hundred million dollar transportation system which is being constantly extended and improved. It takes a hundred thousand people daily to and from Los Angeles. It serves a hundred million passengers a year—transports millions of tons of freight, express and U. S. Government Mail. Let it serve you too.

Pacific Electric Railway

Largest Interurban Electric System in the World.



DEPARTMENTAL NOTES

STORE DEPARTEMENT NOTES By Fred B. Hopkins

W. Ray Cragin, Storekeeper at Washington St. who has been ill at his home in Athens has returned to duty. Also Ross S. Miner of the Stores-Shop Delivery force has recovered from an extended illness and is now at work again.

George Hudson, formerly assistant to Storekeeper, F. B. Clark at San Pedro, has been transferred to serve part time each week at Macy St., Pasadena and 6th and Main Sts., Los Angeles. Hessel Vander Zee, brother of John Vander Zee, Store-Shop Delivery Foreman has replaced Mr. Hudson at San Pedro.

Benjamin Stone, assistant to sectional storekeeper, Frank Winterberg, has been ill with an attack of tonsillitis at his home in Gardena, but has now returned to duty.

Fred W. Hadler has been having a two weeks' vacation which was somewhat premature due to a paralytic stroke having been suffered by his wife and a very serious operation on one of his children. The sympathy of everyone in the department is extended Mr. and Mrs. Hadler in their misfortune.

Miss Sarah Parke of the Stores Accounting Bureau who has been ill for several weeks at her home in Los Angeles is reported on the road to recovery, although progress is slow. Miss Hazel McGowan, who was substituting during the absence of Miss Parke, has left the service and is succeeded by Miss Elsie Clansky of Long Beach.

Mr. Dick Sutton, assistant storekeeper at Sherman is spending his vacation at Eureka, Calif.

We know of one warm spot in the Torrance yard, by which we refer to the swarm of bees that was discovered in the vicinity of the Castings Dept. last Friday noon-time. The colony is a thriving one and very prolific and anyone seeking a lively and sensational entertainment will be furnished same if he cares to investigate. All of which reminds us that:

Mary has a swarm of bees,
And they to save their lives
Must go wherever Mary goes,
'Cause Mary has the hives.

ACCOUNTING DEPT. NOTES By George Perry

Each month Mr. Stibbard of the Freight Accounts Bureau has been sending a copy of our magazine to O. Simundson of the Canadian National Rys. Here is an excerpt from a letter from him to Mr. Stibbard:

"Just a few lines to thank both Jimmy and yourself for sending me the magazine each month. It's much

appreciated and I now look forward to reading it just as if I was one of the Pacific Electric employees myself. I am sending you C. N. Ry. magazine for March, which I hope arrives o.k."

Miss Floraine Kuck of the Stenographic Bureau after an illness has resigned from the service; her duties are now being performed by Miss Ruth Sweet.

On the morning of the 15th G. E. Gordon of the Disbursements Bureau arrived at the office all smiling, the occasion being the arrival of a new "kid" at his home. He received the usual congratulations from fellow co-workers, after which he advised that the increase occurred in his "goat family." We then recalled that he has a little ranch out at El Monte.

On Saturday afternoon, April 18th, a party of girls from the Comptometer Bureau attended and greatly enjoyed the local musical hit "No-No Nanette."

Mr. A. H. Davis, Rate Clerk in the Freight Accounts Bureau, has left the service to enter business for himself. We wish him good luck in his new venture.

Miss Marbel Fleischman of the Conductors Accounts Bureau, who has been with the company for 5 years in the capacity of head checker on the Northern Division, has left the service to be married. Her co-workers presented her with a console set on her departure. The marriage is to take place in the "Merry month of May."

A. M. Taylor, File Clerk in the Freight Accounts Bureau, has left the service for other fields of endeavor.

The vacationees seem to be gaining headway as the list indicates:

William (Bill) Collins & wife, San Francisco and Oakland; Mrs. Wilson, at home; William Reed, Santa Monica; Varus Keeler, Salt Lake, and Miss Reckweg, at home.

MECHANICAL DEPT. NOTES By Willis M. Brooks

A well attended Mechanical Department dance was held in Torrance April 24th in the Moose Hall. Those who came (about 350) did so with the intention of having a good time and as a natural result, the evening will be remembered as one of the most enjoyable of its kind. Through the co-operation of the Club, several vaudeville acts were staged and were well received. The Pacific Electric orchestra furnished music that made religious feet wiggle that hadn't wiggled for a long time.

Our thanks to Mr. Vickrey, the orchestra and the Club.

Edgar M. White, and son have moved to Torrance and are living on Portola St.

Torrance, as a residence city for

those of the family working in the Shops, has many advantages to offer. If you work in the Shops and do not own your own home, ask your foreman about the P. E. housing plan.

Herbert Spencer of Mr. Liston's office in Torrance, is in the hospital undergoing a serious operation. Carl Bonner, foreman of the Pipe Shop, is also on the sick list.

The ball team is practicing daily during noon time and indications point to a pretty fast team this year. Understand Harry Pierce has some trouble with his feet when a high fly comes his way, but this is probably due to frost and will pass off with the thaw.

In the Paint Shop everything was color and smell, but no news. Chief Fowler was busy signing time cards, so we did not linger.

News of the sudden death of the mother of Frank Miller, foreman of the Truck Shop, has just reached us, and Frank's hosts of friends join with us in expressing our sympathy.

Rumor has it that Mary Baldric of the Winding Room will soon take on a husband. The only wonder is she has been able to keep from having one so long.

We happened in the Shops just as the whistle blew for weekly fire drill. Almost simultaneously with the whistle, the fire crews were seen running to their hose cart and inside of 1½ minutes the hose was stretched, coupled and streams playing on the pretented fire. Sure some fast action.

It is with regret the P. E. Shop friends were called to mourn the sudden loss of one of its faithful members. A. G. Fink, who passed away April 2, 1925. As friends we extend our deepest sympathy to the bereaved wife. Mr. Fink entered the service in 1918 and served faithfully and well.

A Story With A Moral

On the night of the Mechanical Department's party held at Torrance April 24th, our genial Shop Superintendent E. O. Straub was dutifully visiting around among the ladies. It seemed that he spied Mrs. Haughton, who didn't happen to be dancing at that time and started over to have a little neighborly talk. Just prior to this moment J. W. himself, after 20 years of gracing a wall flower's chair, suddenly got a wild inspiration to dance, and in his excitement placed his full plate of pink ice cream on the chair adjoining Mrs. J. W. Ed took a notion at that unfortunate moment to take a load off his feet and covered the chair already occupied by the pink ice cream. Pretty soon Ed felt a sudden cold and chill and then proceeded to get hot and had a heated argument with Jack as to who should pay the cleaner's bill.

Moral—Be careful where you sit.

Benny Spells

"Now, Benny, can you spell 'avoid'?"
"Sure. Vot is der void?"

WESTERN TROLLEYGRAMS
By E. C. Brown

May 21st is the date set for the monthly Trainmen's meeting at Sherman.

A challenge in a recent item in this column brought action. Motorman C. C. Carney wishes to announce his acceptance of the challenge by Motorman G. Karnagy for a boxing match. They will meet at the next P. E. picnic. Let the best man win.

Motorman H. A. Ruhers of Sherman is wearing a broad smile due to the arrival of a baby boy at his home early this month.

Conductor T. S. Snyder of Hill Street has returned to work after a honeymoon spent touring Southern California.

Conductor C. H. Mitchell and wife have just completed building their new home which they will occupy in a short time.

Our old friend Conductor W. E. Bittner, who has been convalescing at Sierra Madre for several years, paid a visit to the boys at Hill Street recently. His health has greatly improved and he states that he hopes to be able to return to service very shortly.

SOUTHERN DIVISION NOTES
By F. J. Oriva

Friends of Bert Garner, formerly employed by this Company, will be pleased to know the melodious male voice frequently heard over Radio KNX is none other than their old comrade.

Conductor A. E. Babcock is the proud daddy of a 9½-pound baby girl.

After many years in the service Conductor T. E. Dunnigan left the service last month to engage in the real estate business. A host of friends wish him the best of success.

The familiar looking Traffic Officer now stationed at Slauson Junction is none other than our old friend H. Oulton, formerly a Motorman in the freight service.

After an extended leave of absence due to illness, Conductor J. Trowbridge has returned from the north where he convalesced on a ranch. He is now employed as Gateman at the 6th and Main Street Station pending full recovery from his illness.

Anyone having knowledge of a good auto theft device should apply to Conductor L. C. Bartula. His new Ford coupe has been stolen twice in the past two months.

Vice Versus

He: "Please come out in the garden with me."
She: "Oh, no. I mustn't go out without a chaperone."
"But we don't need one."
"Then I don't want to go."

COMPARISON OF ACCIDENTS DURING MARCH 1924 AND 1925

	Northern Division		Southern Division		Western Division		Motor Coach	
	1925	1924	1925	1924	1925	1924	1925	1924
Collisions with automobiles.....	127	160	104	134	204	246	33	46
Collisions & interferences with cars	4	4	3	5	9	11	1	
Persons struck.....	3	8	7	6	6	7		
Derailments	10	10	19	30	9	15		
On and Off Moving Cars.....	11	11	11	12	9	18	3	2
Miscellaneous	21	33	46	38	44	63	6	9
Total	176	226	190	225	281	360	43	57
	50-D		35-D		79-D		14-D	

	1925	1924		
Interferences with vehicles.....	468	586	20.13%	Decrease
Collisions and Interferences with cars....	17	20	15. %	Decrease
Persons struck by cars.....	16	21	23.80%	Decrease
Derailments	38	55	30.90%	Decrease
On and Off Moving Cars.....	34	43	20.90%	Decrease
Miscellaneous	117	143	18.18%	Decrease
Total	690	868	20.50%	Decrease

D-178



**"My Car is a Red One
—It Cost \$30,000"**

"I take it to town every day and have a man to drive it for me.

"This regular, comfortable, dependable, ever-ready transportation costs me an average of \$9 per month (I live 13 miles out of Los Angeles). No depreciation, no interest on capital invested, no oil, gasoline or repair expense.

"When I drove my motor car the same distance every day, it cost me \$52 monthly—more than \$600 a year—Pretty costly 'carfare'!

"Yes and I save more than money. Now I save the 'nerve strain' of driving through congested traffic, the worry of delays:

"Instead I read my paper and relax after breakfast and before dinner at night which has improved my digestion 100%.

"I'm not so tired. I work better and feel fit for evening fun.

"I get regular daily exercise—voluntarily walking three or four blocks to and from a more distant corner than I need to reach to get my Red Car—that has made me feel like a new man. Before, I never walked anywhere and was sluggish and dull.

"Now I use my car on holidays and Sundays and enjoy it twice as much, leaving it at home on week days for my wife to use for errands and shopping."

Just try this plan yourself for two weeks and note the difference in you, too.

These big Red Cars cost from \$25,000 to \$45,000 to build.

They are comfortable, clean and safe. They keep you out of traffic jams. Another does the driving—you can read.

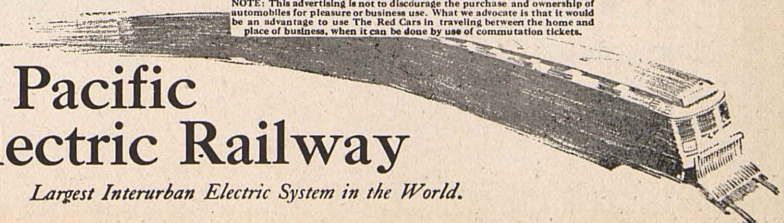
Begin tomorrow. Try this better way.



NOTE: This advertising is not to discourage the purchase and ownership of automobiles for pleasure or business use. What we advocate is that it would be an advantage to use The Red Cars in traveling between the home and place of business, when it can be done by use of commutation tickets.

**Pacific
Electric Railway**

Largest Interurban Electric System in the World.





Can You Tell?

When the English tongue we speak,
Why is "break" not rhymed with
"freak"?

Will you tell me why it's true
We say "sew" but likewise "few";
And the fashioner of verse
Cannot cap his "horse" with "worse?"
"Beard" sounds not the same as
"heard."

"Cord" is different from "word";
"Cow" is cow, but "low" is low;
"Shoe" is never rhymed with "foe."
"Think of "hose," and "dose," and
"lose";

And of "goose," and also "choose."
Think of "comb," and "tomb," and
"bomb";
"Doll," and "roll," and "home," and
"some";

And since "pay" is rhymed with "say,"
Why not "paid with "said," I pray?
We have "blood," and "food," and
"good,"

"Mould" is not pronounced like
"could."
Wherefore "done," but "gone," and
"lone?"

Is there any reason known?
—Exchange.

Playing It Safe

She: "Don't you love driving on a
night like this?"

He: "Yes, but I thought I would
wait till we got farther out in the
country."

Gasoline Gus

"How do you get so many girls?"
"Oh, I just sprinkle a little gaso-
line on my handkerchief."

Another Cross-Word Puzzle

"What's a ten-letter word meaning
a 'hold-up'?"

"I'll bite. What is it?"
"Suspenders!"

John (admiring car:) What's the
most you ever get out of it?
Eight times in one mile.

"Did you visit Rome when you were
abroad?"

"I don't know, my husband bought
the tickets."

Color Scheme

He: "You look like Helen Brown."
She: "Thank you! I look even
worse in white."—Selected.

What, Indeed?

"Gimme a kiss."
"I'll give you a kick?"
"Fine; what's a kiss without a kick
in it?"—Yellow Jacket.

Co-ed Medic: "How long could I
live without brains?"
Cruel Prof.: "Time will tell."

The Ill Wind

A couple of negroes were discussing
an accident to a mutual friend.

"Suttin' am too bad Jefferson lost
his laigs when he en-gine come along,"
sighed Sam.

"Mought be wuss," consoled the
other. "Jeff had pow'ful bad rheuma-
tism in dem laigs."

On the Square

Rastus (at poker game): How yo'
know ah ain't playin' honest?"

Sambo: Cause ah knows what cards
ah dealt you', don't ah?"

Her: "Don't you think Gorma Nish
is just thrilling in "Wild Oats?"

Him: "Yep. That's her best cereal."

The Joy Killer

Druggist (to his stout wife): "Don't
come into the shop for a minute. I
am trying to sell six bottles of my
fat-reducing mixture."—Photo Digest

"There is nothing in politeness but
the wind, neither is there anything in
pneumatic tires, yet it eases the jolts
along life's highway."—Exchange.

Impossible

Coed—"You know I didn't accept
Fred the first time he proposed."

Friend—"I guess you didn't; you
weren't there."—Minnesota Ski-U-
Mah.

It Often Works

Mother—"Henry, I wish Muriel
would give that young man some en-
couragement. He'd make a splendid
husband."

Father—"Have you tried telling her
he's a worthless bounder and that she's
never to speak to him again?"

Just a Reminder

A visitor to the lunatic asylum was
approached by an inmate, who begged
that his case be laid before a magis-
trate and his release obtained. The
visitor promised to take the necessary
steps immediately.

"You will not forget?" asked the
lunatic.

"Oh, no."

"You are sure you will not forget?"
"Certainly."

As the visitor turned to go he re-
ceived a kick that laid him in a heap
several feet away.

"That," said the lunatic, "is in case
you should forget."

A lady remonstrated with her col-
ored maid for openly encouraging the
attentions of the janitor next door
"Mary," she said, "don't you know
that he is a married man?"

"Yes'm," replied Mary, "I knows it.
But'm—he's dissatisfied."

Don't Waste Time

I like to have dealings with very
busy business men, for the reason that
they never waste your time. So many
persons who want to see one don't
know enough to leave when they
should. I have noticed, too, that
nearly all our business leaders are
punctual in keeping business appoint-
ments. Lots of others aren't. Punc-
tuality, or the reverse, is mainly a
matter of habit. Somehow, I can't
help questioning the ability, the effi-
ciency, the dependability of any person
who is habitually late. Don't you
have the same feeling?

Don't handicap yourself by permit-
ting this habit to fasten itself upon
you.—B. C. Forbes.

Mark

Anthony—"Where's Cleopatra to-
night?"

Maid—"Oh, she's at home with ton-
sillitis."

Anthony—"D—n those Greeks
anyway."—Pointer.

Jay: "Why is Morris' neck like a
typewriter?"

Fat: "Because it's Underwood."

Dumb—"Shall we dance or talk?"
Belle—"I'm so tired! Let's dance."

She—"Time separates the best of
friends."

He—"Quite true. Fourteen years
ago, we were eighteen. Now you are
twenty-three and I am thirty-two."

Just Natural

"Liza, you remind me fo' all the
world of brown sugar."

"How come, Sam?"

"You am so sweet and so unrefined."
—The Ohio State Journal.

A colored agent was summoned be-
fore an insurance commissioner. "Don't
you know," said the commissioner,
"that you can't sell life insurance with-
out a state license?"

"Boss," said the darcy, "you shuah
said a mouf' ful. I knowed I couldn't
sell it, but I didn't know the reason."

He Was Electrified

The electrician had arrived home at
three A.M. and was sneaking upstairs
when this is how his wife greeted him:

Watts the matter? Wire you in-
sulate?"

—Exchange.

Free Air, Almost

For hours they had been together on
her front porch. The moon cast its
tender gleam down on the young and
handsome couple who sat strangely far
apart. He sighed. She sighed. Finally:

"I wish I had money, dear," he said.
"I'd travel."

Impulsively, she slipped her hand
into his; then, rising swiftly, she sped
into the house.

Aghast, he looked at his hand. In
his palm lay a nickel.—Trumbull Cheer.

Encouragement

She (as train toots at grade cross-
ing)—"George, you go right ahead
Don't let that big brute bully you."—
Recorder.

CORRIGAN SAYS:

Money Saved is Money Made.

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

Superior quality Silver Vases
and Vegetable dishes
Regular \$6.50 sellers at \$3.95

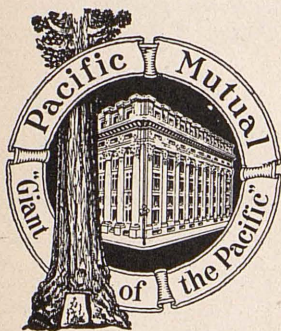
V. A. CORRIGAN, CO., Inc.

J. E. Adams, Mgr.

Official P. E. Watch Inspectors

631 So. Main St.

Near P. E. Station



Founded 1868

The Pacific Mutual Life Insurance Company of California

Issues the

"PACIFIC DISABILITY POLICY"

Sold Exclusively to Electric Railway Employees

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

Pays Illness Indemnity for confining illness as long as you live.

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

OFFICERS

J. A. GRAVES
President

T. E. NEWLIN
Vice-President
H. F. STEWART
Vice-President
V. H. ROSSETTI
Vice-President-Cashier
WM. LACY
Vice-President
J. M. HUTCHISON
Asst. Cashier
A. E. ELLIOTT
Asst. Cashier
G. H. NAEGELE
Asst. Cashier
E. L. POWEL
Asst. Cashier

C. H. HOGAN
Asst. Cashier
E. MADER
Asst. Cashier
FRED S. HILPERT
Asst. Cashier
ERNEST GARRETT
Asst. Cashier
F. D. DICKEY
Asst. Cashier
H. L. ST. CLAIR
Asst. Cashier
W. J. CROSBY
Asst. Cashier
W. D. BAKER
Asst. Cashier

**ASSOCIATED
OIL COMPANY**
SAN FRANCISCO

For over a quarter of
a century the name "As-
sociated" on Petroleum
Products has been syn-
onymous with highest
quality.

Newton Moore
OFFICIAL WATCH
INSPECTOR

FOR

**Pacific Electric, Southern
Pacific and Santa Fe
Lines**

*Very best service offered in Repairing
and Adjusting of Railroad Watches*

*Watches sold on terms to new
Employees*

301-2 O. T. Johnson Bldg.
Cor. 4th and Broadway
Phone METropolitan 3967

Patronize
Our Advertisers

All money received from ad-
vertising is paid into the Club's
Emergency Relief Fund.

Your patronage of our ad-
vertisers will encourage con-
tinued use of the Magazine as
an advertising medium, with a
resulting benefit to YOU and
YOUR FELLOW WORKERS.

Editor.

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine".