



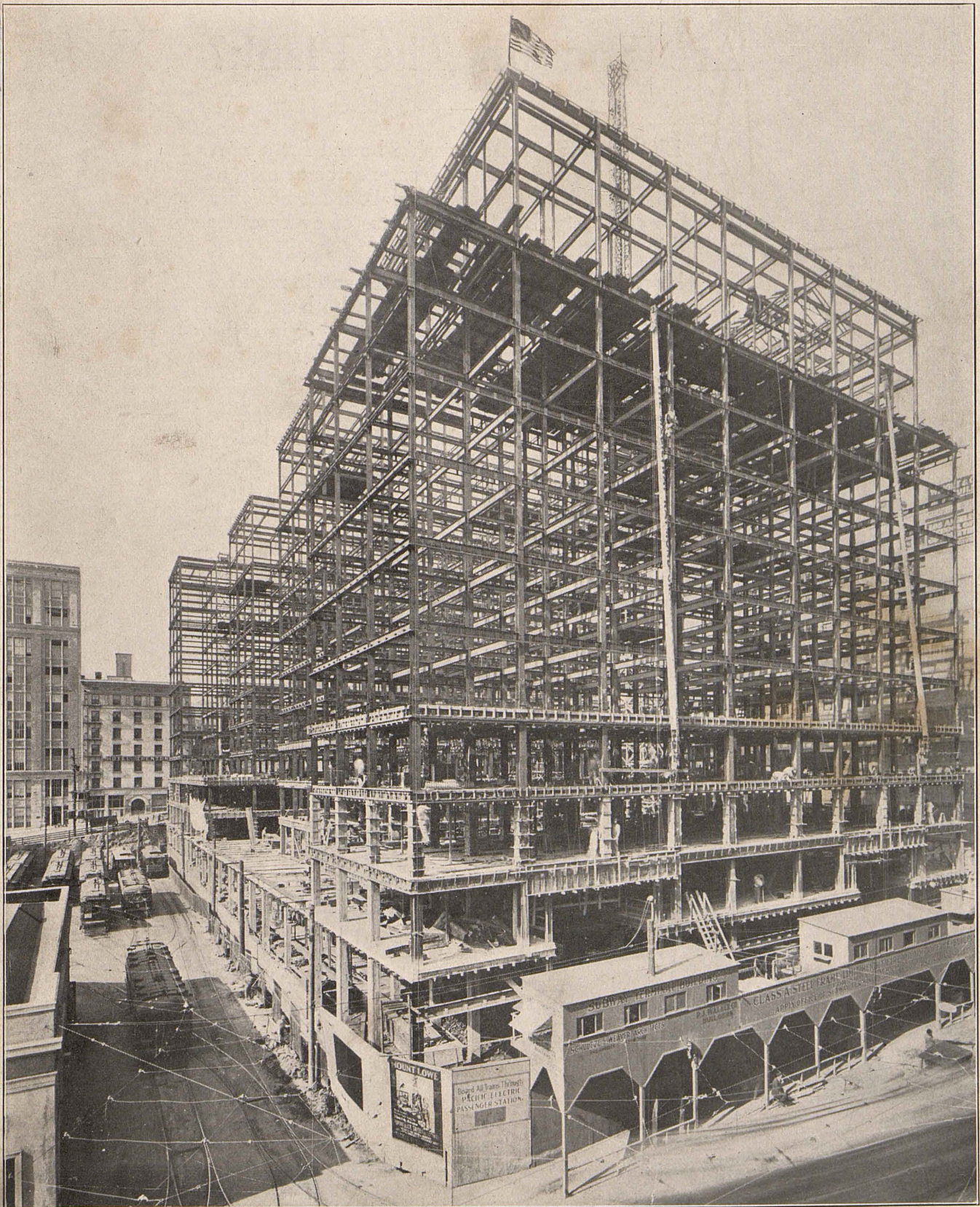
THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., NOVEMBER 10, 1925

No. 6



Old Glory Crowns Fabric of Terminal Steel

Are You On The Plank?

A BIG business is a steamship bound for a port called Success. It takes a large force of men to operate this boat. Eternal vigilance is not only the price of liberty, but it is the price of every other good thing.

To keep this steamship moving, the captain requires the assistance of hundreds of people who have a desire to do the right thing and the best thing in order that the ship shall move steadily, surely, and safely on her course.

Curiously enough, there are men constantly falling overboard. These individuals who fall off, and cling to floating spars, or are picked up by passing craft, usually declare that they were "discharged." They say the Captain or the Mate or their comrades had it in for them.

I am inclined to think that no man was ever "discharged" from a successful concern—he discharges himself.

When a man is told to do a certain thing, and there leaps to his lips, or even to his heart, the formula, "I wasn't hired to do that," he is standing upon a greased plank that inclines toward the sea.

And the way the plank is tilted is this: the man takes more interest in passing craft and what is going on on land, than in doing his work on board ship.

So I repeat: No man employed by a successful concern was ever discharged. Those who fall overboard get on the greased plank and then give it a tilt.

If you are on a greased plank, you had better get off from it. Loyalty is the thing.

—*Elbert Hubbard*

Solving Los Angeles' Problems of Traffic Congestion, Control and Rapid Transit

Our Chief in Address Before Electric Railway Body Tells Progress Being Made Locally in City's Great Problem

By D. W. PONTIUS,
Vice-President and General Manager

TRAFFIC congestion is a real problem, one that is being persistently studied by many minds. It is still unsolved and never will be entirely solved in this rapidly growing country. Many individuals, merchants and organizations of merchants, because of their own personal interests, are not ready to contribute unselfishly to the well-being of the mass, and in many cases really believe that in congestion they derive a profit, when in reality the reverse is the case.

Los Angeles has one of the most difficult traffic congestion conditions of any city in the United States. The problem is greatly complicated by the unbelievable number of automobiles. The total registration of automobiles is at present 500,000. This means that there is one automobile for every 2½ persons in a city of 1,110,000 persons. Since the families in Los Angeles average 3½ persons, there is more than one automobile for each family. In no other city in the world does this ratio of automobiles to population exist. The type of highway construction and climatic conditions make the use factor of automobiles extremely high. It is estimated conservatively that the automobiles of the metropolitan area pile up a daily average of 5,000,000 car-miles, which totals about 7,500,000 automobile passenger-miles each 24 hours.

Widespread Congestion

A check showed 333,900 vehicles per day entering the central traffic district, an area in the business district approximately 1 mile square. This great mass of vehicular traffic moving through the narrow downtown streets throws a severe burden upon all forms of street transportation. Congestion, however, is not localized in the downtown district. A recent survey indicated that the most heavily traveled intersection was 2 miles removed from the center of the city, at a point where two important arteries cross. In 1924 congestion and accidents threatened to bring about an almost intolerable situation. As a result, the Los Angeles Traffic Commission employed Dr. Miller McClintock, a traffic engineer and formerly a professor at Harvard. In conjunction with the traffic commission, he redesigned the entire system of street traffic control, including control of pedestrians.

This system was put in effect on Jan. 24, 1925, and has had a phenomenal effect. The total traffic accidents for the first six months of 1924 were 1,856; the first six months of 1925 showed a reduction to 1,192 in number of accidents. Traffic fatalities were

Foreword

PROBABLY in no city in the United States is to be found a greater traffic problem than that which Los Angeles is now endeavoring to solve. This subject for some time past has engrossed the attention of many engineers and transportation experts, among whom is numbered our own Vice President and General Manager.

The knowledge of the Los Angeles condition in other cities and the good progress we have accomplished brought about the request from the American Electric Railway Assn. that it be addressed at its annual convention on this subject by Mr. Pontius. The article accompanying is the address delivered by Mr. Pontius at the A. E. R. A. gathering last month.

That much has been done to relieve traffic congestion conditions in Los Angeles is gainsaid, but there still remains much more to be accomplished and Mr. Pontius has pointed out a number of ways that would be very beneficial in producing still greater relief.

reduced in the same period from 118 in 1924 to 82 in 1925. This reduction in traffic accidents has been accompanied by a very substantial increase in the rapidity of traffic movement on the downtown streets. Fifty per cent more vehicles can now move through the intersections than under the former regulation. Street cars pass through the congested district in two-thirds of the time that was required before this regulation was made effective. It has made a substantial reduction in the amount of interference of automobiles with street car movements.

One of the most outstanding incidents of the new traffic regulations is the comprehensive control and synchronization of pedestrian movements. Jay-walking, or crossing at other places than at intersections, is strictly prohibited. Pedestrians at the intersections may cross only when the automatic signal control is in their direction. Movement is assisted by supervision by traffic officers during congested hours. Control of pedestrians, when

the ordinance was first made effective, was resented by a part of the public. After a week it became a funny matter and a form of amusement when great numbers of people stood on the corners and watched the policemen whistle pedestrians back to the sidewalk, which was embarrassing to the persons ordered back as it created a laugh. Within another week, however, the public accepted the pedestrian control and took to it as its benefits were shown. It is acknowledged by all that it is a protection to life and limb to every pedestrian on the street.

Difficulties Confronted

No-parking on certain streets in Los Angeles has been tried, but abandoned excepting in a very few cases, because of pressure brought to bear by business associations. One-way traffic movement upon streets within the congested area has never been brought to pass because of failure to agree among the merchants as to the direction in which traffic should flow upon a given street. To create the thought among business men that elimination of parking would not effect volume of customers and sales proved to be a hopeless task. This in spite of the fact that the percentage of customers arriving at the stores by private automobile is relatively small as compared to those arriving by street car. In a recent check made of all traffic crossing the streets bounding the congested or metropolitan district between the hours of 6 a.m. and 7 p.m. on a normal week day, shows that the automobile played rather a minor part in the delivery of passengers in the metropolitan district.

These figures are shown in table herewith (next page).

These figures show that 6.2 per cent of the vehicles were street cars, which accommodated 61.3 per cent of the passengers carried, while 78.4 per cent of the vehicles were passenger automobiles and accommodated only 32.5 per cent of the passengers. It would have required 11,000 additional street car movements to accommodate all of the passengers carried by automobiles, whereas it would have required approximately 494,000 additional passenger automobiles to accommodate the passengers carried by street cars. Buses are not operated in the metropolitan or congested district of Los Angeles. It is acknowledged by traffic experts that buses would only add to the congestion, and therefore would be of no assistance in the movement of traffic. In other words, buses do

not meet the requirements for the handling of mass transportation.

If a modern city wishes to avoid the strangling of its commercial business and street car transportation within its business district, active measures must be taken as follows:

1. Complete elimination of parking on narrow streets.
2. Abolition of automobile parking at all or specified hours of the business day, at points where parking seriously interferes with the free movement of electric car traffic.
3. A night system of hours, for the delivery of freight and merchandise.
4. Widening of business streets to provide for double-line traffic outside of the area occupied by street cars, and, if necessary to provide this double-line traffic, prohibit the parking of automobiles.
5. An adequate force of traffic officers.
6. An adequate installation of automatic traffic signals.
7. Effective regulation and control of pedestrian traffic.
8. Establishment of boulevard stops for through streets and streets having car lines.
9. Abolition of parades along or crossing streets required for heavy essential traffic.
10. Establishment of well-protected

coming November, will place in operation a tunnel and a subway terminal costing in excess of \$5,000,000, which will do more toward the relief of traffic congestion than anything that has been done in the city of Los Angeles up to the present time. This facility will remove from the metropolitan district streets the major portion of the Hollywood street cars, and all of the interurban trains and cars serving the Glendale and San Fernando Valley districts. In other words, it will take 778 street cars per day from Hill Street and 301 interurban cars per day from Sixth Street, a total of 1,079 cars that handle an average of 37,765 persons daily in the congested area. This will provide enormous relief and a relative increase in the rapid movement of passengers as well as tremendous advantage in pedestrian safety. The sad part is that when these cars and trains are removed from the streets the space that they have taken up will immediately be filled with thousands of individual automobiles, carrying from one to 1½ passengers each.

In the Aug. 1 issue of the Electric Railway Journal is an article, written by a man of prominence and authority in his line of work, which refers to the Pennsylvania-Ohio Electric Company rail and bus service between Youngstown, Ohio, a city of 135,000 popula-

ELECTRIC RAILWAY FACTS

A little more than thirty-seven years ago, the first electric street railway in the United States began operation in Richmond, Virginia. Since the day when boys rode atop the cars to keep the "troller" in place on the power wire, the business has grown to 880 lines in all parts of the country, operating 100,000 cars on 42,000 miles of track and carrying 16 billions of passengers a year.

Use of street railways is indicated by the number of rides per capita—145 in 1923, the last year for which reports are available, as compared to only 32 in 1890. Figures compiled by the American Electric Railway Association define the magnitude of the industry.

One person in every 100 is employed full time or part time by an electric-railway company, or has money invested in a company—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 more than \$4,000,000,000 additional in plants for the manufacture of electric-railway supplies, making a total of \$10,000,000,000. No one probably could accurately evaluate the importance of the street railway in the development of American cities and their suburban areas, nor is this hurrying generation likely to ponder the usefulness of a service so familiar that it has become a traditional utility of urban life. But somehow, "Where's the car stop?" is as thoroughly American as "What's the score?"

COUNT OF STREET CARS, PASSENGER AUTOMOBILES AND COMMERCIAL VEHICLES

	Figueroa Street	Los Angeles Street	Temple and Market	Pico Street	Total Count
Street cars	4,440	7,231	4,685	4,285	20,641
Passenger automobiles	92,047	64,370	41,584	63,946	261,974
Commercial vehicles	14,272	21,825	6,701	9,500	51,298
	110,759	92,426	52,790	77,731	333,913

PASSENGERS IN STREET CARS COMPARED TO PASSENGERS IN AUTOMOBILES

	Total Vehicles	Per Cent	Total Passengers	Per Cent	Average per Vehicle
Street cars	20,641	6.2	741,124	61.3	35.9
Passenger automobiles	261,974	78.4	393,322	32.5	1.5
Commercial vehicles	51,298	15.4	74,252	6.2	1.4
	333,913	100.0	1,208,698	100.0

safety zones at points where electric cars stop to receive or discharge passengers.

Plans in Making

To preserve the metropolitan district of any large city, rapid transit must be provided. The public will stand for traffic congestion just so long, and then proceeds to move to some other location, which has an adverse effect on business and property values. A firm of engineers of Chicago was retained about a year by the city and county of Los Angeles to make a study of traffic conditions with a view of recommending rapid transit lines. The Kelker-DeLeuw report recommends subways for the metropolitan district and a number of elevated lines outside of this district. The report proposes that the greater part of the expense for the building of tunnels and overhead railroads will have to be borne by the public. If not borne by the public, a fare sufficient to pay operating expenses, including taxes and a reasonable return on the investment, must be provided.

The Pacific Electric Railway, this

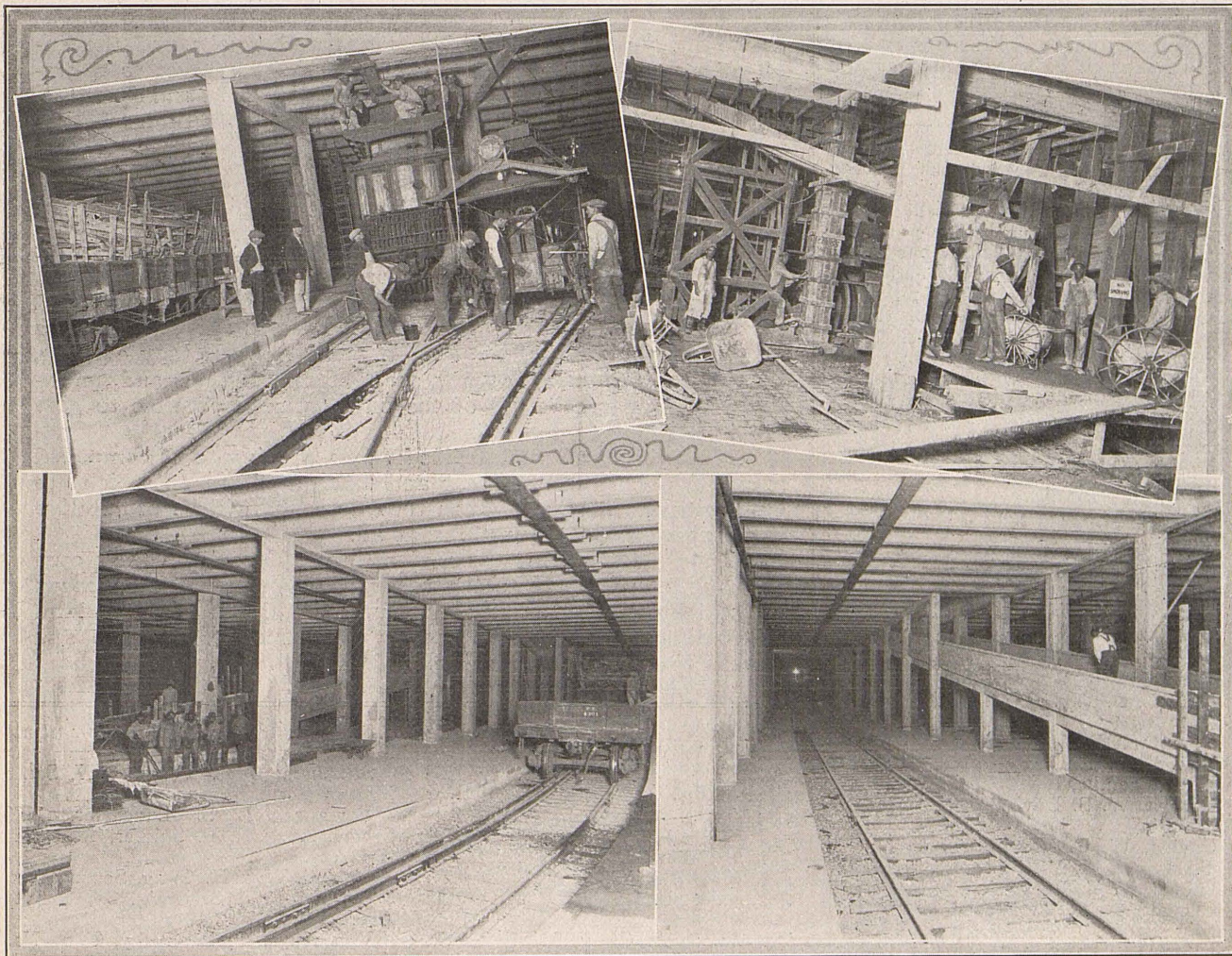
tion, operating through Girard with a population of 7,000 to Warren, Ohio, a city of 27,000. The cash fare by rail is 30 cents and by ticket 22½ cents, while the bus fare is 45 cents. This would be fair competition even though the rail line was owned by one company and the bus line by another company. In California it is different. Where competing bus lines have been installed they have established a lower fare than the electric railways, and as a usual thing operate sufficient service to skim off the cream of traffic and do not in any way provide to carry the load, nor do they provide commutation fares. It can be seen easily that an operation of this kind would be profitable to the bus line. The fact of the matter is that if sufficient buses were operated to carry the load through some districts it would necessarily force the individually owned automobiles off the highway. If the buses pay a sufficient tax to pay every bit of the wear and tear they do to the roads, and in addition thereto pay the same tax as paid by steam and electric transportation lines, well and good. But is it fair to tax my property and your property,

to build highways for a person or corporation to go into the common carrier bus transportation business, unless the bus operator is charged with every cent that he wears off the highway, and in addition thereto pays as great a tax as an individual or a transportation company pays?

Problem is Traffic Control

Bus transportation over the highways and streets has a decided bearing on traffic congestion, as the taxpayers must build more highways and streets to take care of buses and trucks that enter into the common carrier transportation service. This condition is very marked in the districts tributary to Los Angeles in Southern California. Los Angeles, at the last election, voted \$350,000 for 45 pedestrian tunnels, and \$5,000,000 for the opening and widening of streets. Only a small amount of money raised by the bond issue will be used for each project and the property owners that will be benefited by the opening and widening of these streets must stand the major part of the expense. It goes without saying that in Southern California, where the number of automobiles owned is so large, as these streets are opened and widened they will immediately be filled with individually owned automobiles 365 days of the year, which emphasizes that equal in importance to relief of congestion is the problem of traffic control.

RUSHING TERMINAL'S FINISHINGS TOUCHES



It is now but a matter of weeks until operation through our underground bore out of the Hill Street Subway Terminal Station becomes a reality. The final finishing touches of the station proper are progressing at a rapid rate. The picture below gives a good conception of loading tracks, and of platforms, of which there are five. Note the wide, easy gradient ramps leading to platforms.

PROGRESS in constructing the Hill Street Subway Terminal Station has now reached the point where within the next few days Vice President & General Manager Pontius is expected to officially announce the definite date on which initial operation of our new rapid underground route will begin. The important event is now so closely upon us that the Transportation Department is giving serious thought to operating problems involved; the Passenger Traffic Department has timetables mapped out and fitting celebration plans are being made to properly introduce to Los Angeles this epoch in its transportation history.

All work in the train shed or track level in the sub-surface terminal has been completed. This involves the five loading tracks, track troughs and concrete loading and unloading platforms. The block signal system is completed, while the interlocking plant, located at the east portal of the subway, or at that point where the

double-track line in the tunnel branches off into the five terminal tracks, was practically 90% complete as the Magazine went to press.

Large working forces are now busily engaged by the contractors in placing the tile, terra cotta and marble work throughout the subway surface terminal section of the building, as all rough work is completed from the floor level of the sub-surface terminal to and including the first floor of the terminal building, known as the Hill Street level.

The brick curtain wall has been completed for the first story, and the facing granite has been placed from the Hill street level to the height of 1½ stories, which is the final limit of this feature of the building. It is of interest to observe the fine quality of the type of granite being used on the building, as it is a California product, coming from Madera County.

Another interesting and added facility now being provided involves the construction of four passenger car

storage tracks on the Company's property, located immediately to the right of the outbound track at the west portal of the tunnel at 2nd and Lucas streets. The layout calls for 1700 lineal feet of single trackage, including one inspection pit and has total capacity for 22 passenger cars.

This intermediate storage track layout will afford efficient facilities for handling of the large volume of service that will flow through the subway at all times.

A Diffunce.

First Gentleman of Color—Whaffo' yo' runnin' so, boy?

Second Likewise—Ah done jes' seed a ghost!

"Whar?"

"'Bout six miles back."

"Huh! Yo' dat much skeered o' ghostes?"

"Not or'n'ry ghostes—nossuh! But ah done owed dat ghost a dollar eight-seben.—American Legion Weekly.

EMERGENCY MEDICAL AID FOR EMPLOYEES IN 51 CITIES

In addition to Dr. Weber's office corps, which includes Drs. Scholze and Kidder, the Medical Department maintained by the Company, has physicians and surgeons under contract for emergency treatment of employees in practically every city served by our lines.

In fifty-one widespread communities seventy-nine physicians are available to employees when an emergency arises, and while the list has previously appeared in the Magazine, it has recently been revised and will bear repetition. The fact that we have at our service nearby medical aid is good information to keep in mind, and we suggest that employees throughout the system make a mental note of their nearest resident physician.

Following is the list of those now available, together with office addresses:

Alhambra, E. B. Studer, 1701 Mission, So. Pasadena; C. E. Metcalf, Sec. Bldg., Pasadena, (For So. Pasadena calls only).

Arcadia, E. E. Sanborn, 100 N. First Ave.

Azusa, John E. Hill, 357 Center St. Bell and Huntington Park, Geo. D. Wells, Slauson & Boyle, Bell.

Burbank, Dr. J. L. Lamb, 325 E. 4th St.

Claremont, A. V. Stoughton, 142 W. Seventh St.

Colton, C. F. Whitmer, 159 N. Eighth St.

Compton, E. I. Mulder, Stockwell Bldg.; A. A. Ehrke, Stockwell Bldg.; A. L. Holcombe, 136 E. Main St.

Corona, W. S. Davis, First National Bank Bldg.

Covina, W. P. Magan, 151 College; S. S. Magan, 155 W. College St.; G. D. Jennings, Reed Block.

Cucamonga, A. L. Weber, San Bernardino Road.

El Monte, W. S. Wilcox, 211 Main St.

Fullerton, Geo. C. Clark, 403 N. Spadra Road.

Gardena, B. W. Cavell, 1016 Palm Ave.

Garden Grove, C. C. Violett, Price Bldg.

Glendale, Russell Franham, 1327 S. Central Ave.; H. V. Brown, 118 W. Wilson.

Glendora, C. H. Wood, 656 Vista Bonita.

Hollywood, L. J. Huff, 6779½ Hollywood Blvd.; W. F. Clark, 6779½ Hollywood Blvd.; R. W. Avery, 6778 Hollywood Blvd.; T. Wright, 6778 Hollywood Blvd.

Huntington Beach, G. A. Shank, 414½ Walnut St.

Inglewood, Gail Fehrenson, 133 N. Commercial.

Long Beach, G. H. Galbraith, 412 Metropolitan Bldg.

Monrovia, C. D. Gaylord, American Bank Bldg.

Newport Beach and Balboa, G. H. Grundy, Irwin Bldg, Bay Island, E. Newport; C. Richter, 908 Central Bldg., Balboa.

Ocean Park, Raymond Sands, Pier

Editor Urges Fair Deal for Railroads in Truck and Bus Competition

THE competition of motor busses and trucks and the encouragement they receive from the public serves to re-emphasize the old truth that you can't have your cake and eat it too.

We can't ride in our own automobiles or in motor busses and ship our freight in motor trucks and at the same time expect the same class of service at the same old rates from the railroads.

If we insist on the use of the auto as long as it serves our purpose on short hauls, we will awake some day, when we need the railroad to perform a service that the motor vehicle can't perform, and discover that the railroad has gone out of business.

Surely people who have not given this question any thought—at least their actions do not indicate it—will apply themselves seriously to a study of the subject some day. If they ever do, they will use their influence to see that the railroads and the interurban lines receive all of the business it is possible to give them.

Motor bus and truck traffic in time is going to be compelled to pay its share of the wear and tear on the roads which are built with tax money. When they do, rates will be prohibitive if the operators earn anything at all.

Then shippers and those who do not depend on their own automobiles will turn to the railroads. Whether the railroads are still functioning when that day comes, depends on the kind of treatment they receive now at the hands of shippers and travelers.—Downey Champion.

& Trolley Way; Russell Sands, Pier & Trolley Way.

Santa Monica, C. E. Rooney, 203 Juniper Bldg.; O. Anderson, Juniper Bldg.; T. J. Cummins, 4 Michaels Bldg.

Venice, John B. Sands, First National Bank Bldg.

Orange, D. F. Royer, 191 S. Orange St.

Ontario, S. A. Craig, 206 Fallis St. Pasadena, J. S. Hibben, 44 S. Mar-engo; Warren F. Fox, 801 Professional Bldg.

So. Pasadena, Albert J. Supple, 903 Fair Oaks; C. F. Metcalf, 537 Security Bldg.

Pomona, E. P. Wallace, McGowan Bldg.

Redlands, H. G. Hill, 105 Cajon St. Redondo, E. G. Butt, 100 Pacific Avenue; A. T. Hembree, First National Bank Bldg; J. F. Spencer, First National Bank Bldg.

Rialto, L. P. Barbour, 120 N. Riverside.

Riverside, W. W. Roblee, Glenwood Block; C. VanZwalenburg, 652 Main St.; Paul E. Simonds, 304 Loring Bldg.

San Bernardino, Steele Forsythe, 569 Fourth St.; Claude H. Lashlee, Chamber of Commerce Bldg.

San Dimas, R. W. Rohlfing, 22 Johnstone Bldg.

San Fernando, J. E. Wheat, 203 N. McClay.

San Pedro, F. W. Reynolds, 529½ Beacon St.; F. M. Campbell, 111 W. Seventh St.; J. L. Redmond, Eye Specialist, 383 6th St. (Not subject to call).

Santa Ana, J. P. Boyd, 801 N. Main St.; W. C. Dubois, 204½ E. 4th St.

Sawtelle, H. E. Bogue, 11407 Santa Monica Blvd.

Sherman, J. R. Perry, 8937 Santa Monica Blvd.

Torrance, J. S. Lancaster, 1329 Sartori Ave.; G. P. Shidler, 1329 Sartori Ave.

Upland, Wm. H. Craig, Second Ave. & D St.; John B. Craig, 296 Second Ave.

Van Nuys, C. B. Canby, First National Bank Bldg.

Watts, A. D. Snyder, 203 Rosella; Walter Gavey, 203 Rosella.

Whittier, L. D. Johnson, 121 S. Friends Ave.; Max A. Dorland, 121 S. Friends Ave.; C. R. Coate, 118½ N. Greenleaf Ave.

Wilmington, A. D. McEachon, 233½ Canal St.; Wm. J. Eckerle, 326½ Canal St.

Yorba Linda, W. V. Marshburn, Yorba Linda Blvd.

Another Rear-Seat Driver.

It was a dear old lady's first ride in a taxi, and she watched with growing alarm the driver continually putting his hand outside the car as a signal to the following traffic. At last she became angry.

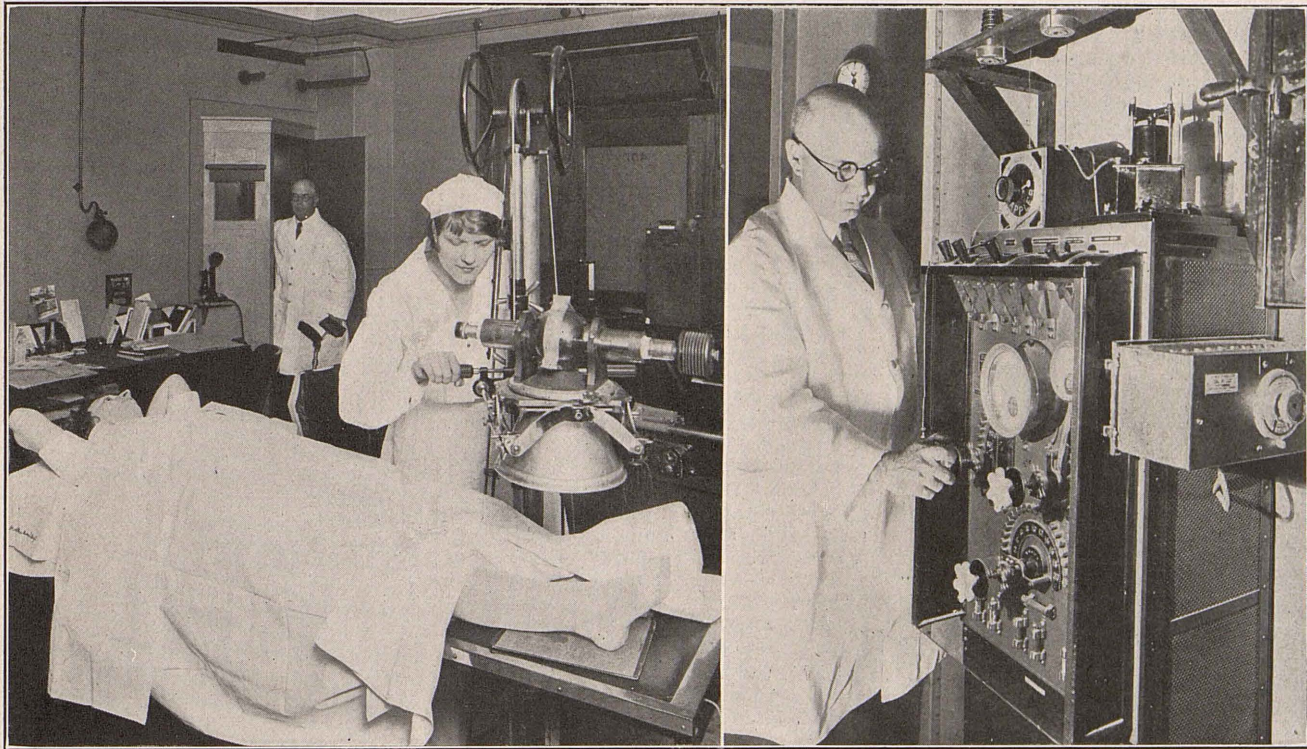
"Young man," she said, "you look after that car of yours, and watch where you are going. I'll tell you when it starts raining."

Something for Nuthin'

Ikey Jr.: "Papa give me a nickel for an ice-cream cone. I'm so hot."

Papa: "Come to papa, Ikey, I'll tell you a ghost story that will make your blood run cold."

X-RAY INVALUABLE AID TO OUR SURGEONS



Dr. F. W. Kidder and Chief Nurse Helen Flinn operating X-Ray equipment in Medical Department. About 2,000 such photographs are made and some 500 treatments given annually.

REVISE SCHEDULE ON MOTOR COACH LINES NOV. 1ST

Effective Nov 1st a new schedule was begun on Wilshire-Sunset Blvd. motor coach line. It provides approximately 30 minute service, making direct connections with P. E. trains in both directions at Beverly Hills Station.

Previous schedule was 20 minute headway, but no direct connections made account of 30 minute frequency of trains. The schedule, while providing less service, should give better general satisfaction.

Also effective November 1st, a shuttle service on 104th Avenue between Sawtelle and Pico Blvd. was discontinued account of lack of patronage, thereby reducing mileage approximately 50 miles per day.

Service on the Pico Blvd. line was reduced from 45 minutes to hourly headway, between Vineyard and Santa Monica. At the same time an additional bus was placed in operation between Vineyard and Westwood during morning and evening rush hours providing 30 minute service between these points. This change was made on account of increased patronage along Pico Blvd. between Vineyard and Beverly Drive or Westwood.

Doctor—"I'll examine you for fifty dollars."

Patient—"All right, Doc; and if you find it, we'll split fifty-fifty."

By LOLA H. HUNTINGTON,
Medical Department.

ONE important branch of our Medical Department's work not well known to employees generally is the X-Ray department, capably directed by Dr. F. W. Kidder, assisted by his able technician, Miss Helen Flinn. That it is functioning, however, to the benefit of many Pacific Electric workers is disclosed from the fact that an average of 164 photographs are made and 39 treatments given each month.

Representing an investment of more than \$10,000, our X-Ray department's equipment is of the highest type obtainable. Several rooms are required in which to operate it and everything that is done with penetrating electric rays in the human body is possible in our laboratory. Examinations of the heart, lungs, kidneys and bones are made; stomach and bowel conditions are determined by the barium meal process.

X-Ray treatments are also given for various diseases, including cancer, many varieties of skin diseases, goiter and other lesions amenable to penetrating light rays. The work being done is so extensive that Dr. Kidder devotes the major portion of his time to it and Miss Flinn each afternoon.

Another branch of the department which also is most helpful in restoring injured and ailing employees is the Physio Therapy equipment, which provides various mechanical and elec-

trical apparatus in returning body members to a healthy condition. This department is operated under direction of Mr. Holtman, Masseur, and each day many employees are treated for rheumatic conditions, bone and joint injuries and many other ailments too numerous to mention. A separate room is set aside for this work, and in addition to various types of electrical and mechanical devices, baking apparatus and radiant light is employed.

NEW DANCE CLASSES AT CLUB

Mrs. Mable Rockwell, the Hostess at the Thursday night dances at the Pacific Electric Club, organized new classes in fox trot, two step, waltz, etc., on Thursday, November 5.

These classes have proven most popular in the past and it is expected that they will be taken advantage of by all who wish to learn to dance the popular ball room dances correctly.

The Charleston, which has been taught by Mrs. Rockwell since starting the Thursday Night Dances, September 24, has been highly appreciated by the younger members of the Club, and those who wish to continue with this may make special arrangements with Mrs. Rockwell if they wish additional instruction in perfecting their Charleston dancing.

SPECIAL SERVICE FOR 2500 PRAISED BY FILM COMPANY

Good service rendered the Metro-Goldwyn-Mayer Studios recently was rewarded with an appreciative letter from Business Manager S. N. Clark of that motion picture company.

The letter refers to special service arranged for conveying some 2500 persons to Arnaz, on the Venice short line, for the purpose of filming a scene for "Ben Hur."

The entire party was handled from our Hill St Station between 6 and 7 a. m., and the return movement was accomplished the same evening between 5:30 and 7 p. m. Plans were completed with precision, and the entire large party was moved smoothly and expeditiously.

Mr. Clark's letter, expressing his company's appreciation, follows:

"Although I have many times conveyed to you verbally an expression of appreciation, I want to take this way, also, of telling you how greatly we have valued the marvelous co-operation shown us by you and your fellow officials in the movement of extra people for our Ben Hur "Circus Maximus" scenes.

We all have a very keen appreciation of the effort demanded of your facilities when you meet our requirements as you did—and want you to know that the great success of our shots was due in large part to the fine service you gave us."

Lengthy Service Record of Electrical Heads

ONE HUNDRED and forty years of service!

The above is the sum total of years on the job recorded in the service records of the general foremen in immediate charge of operation, maintenance and construction work of the Electrical Department.

Averaging twenty years per man, there probably is no other branch or department of our service where will be found seven chiefs whose combined service records will average as high. It is striking, too, the closeness of their years of service; four of these worthies have labored 20 years each, two 19 years, while the senior member of the party, A. H. Ballard, has 22 years of service behind him.

While long in the service as computed by years, all in the picture are still "doing their stuff" just as capably and well as marked their climb to the responsible posts now assigned them. Theirs are tasks vitally interwoven and upon which depends the continued turning of our transportation wheels.

The following is a briefed account of their service records:

R. M. Cobb, General Line Construction Foreman, entered service November 23, 1905, as Groundman. Was advanced at regular intervals to Lineman Helper, Lineman, Gang Foreman and finally to General Construction-

Foreman in charge of the overhead construction of all new lines and extensions, as well as extensive reconstruction work.

Harrison Black, General Substation Foreman, entered the service November 22, 1905, as Wireman's Helper and has been continuously employed, being promoted at regular intervals until he was placed in direct charge of all installation work on new substations and extensive reconstruction and light and power installations for shops.

A. B. McLeod, Foreman Telephone Construction and Maintenance, joined our ranks Oct. 6, 1905, in his present capacity in direct charge of all telephone line construction and maintenance.

A. H. Ballard, Chief Operator, entered the service of the Los Angeles Railway, July 18, 1903, as Station Operator, and on January 1, 1905, was transferred to the Pacific Electric Railway as Chief Operator, which position he has filled ever since, having charge of the operation of all substations, 54 in number.

N. D. High, General Foreman Substation Maintenance, was first employed on May 10, 1906, as Construction Foreman. Four years later he entered the service of the Arizona Power Company as Engineer of Power Houses in charge of installation and maintenance of that Company's power plants and substations, with headquarters at Prescott, Arizona, and on November 1, 1911, he returned to the Pacific Electric Ry. Co. as Foreman of Substation Maintenance.

W. H. Brown, General Line Maintenance Foreman, entered the service March 23, 1905, as lineman, and shortly after was promoted to General Maintenance Foreman in charge of the maintenance of all overhead construction, poles, trolley feeder and transmission lines.

E. W. Cook, Chief Electrical Inspector, entered the service of the Pacific Electric Railway November 7, 1906, as a substation operator; was transferred to the position of assistant Inspector the latter part of 1910, and to that of Chief Inspector, in 1912, in charge of electrical equipment tests, power, meter calibration and electrical investigations.

JOIN ROD & GUN CLUB NOW!

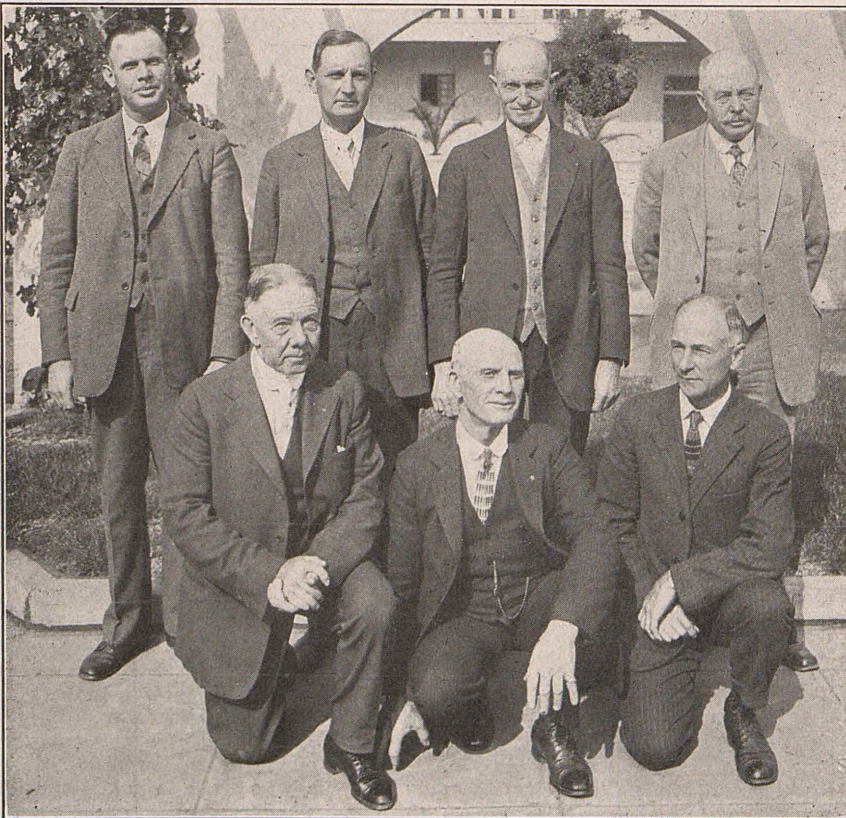
For the benefit of all employees who desire to join the Rod & Gun Club now and participate in the final events of 1925, all applications received after November 1st, accompanied with the usual \$2.00 fee, will be credited with paid up dues to Dec. 21st, 1926.

Your attention is called to the special discount rates enjoyed by members of the Club at various places as listed elsewhere in this issue of the Magazine.

At the Catty Club

"It must be three years since I saw you last. I hardly knew you—you have aged so!"

Really! Well, I wouldn't have known you except for that dress!"



General Foremen in charge of operation, maintenance and construction work, Electrical Department. Back row, left to right, R. M. Cobb; Harrison Black; A. B. McLeod; A. H. Ballard; (kneeling) N. D. High; W. H. Brown and E. W. Cook.

COMPANY FORCES BIG AID IN 24-HR. SERVICE FROM S. F.

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

Competition has been the prime factor responsible for the marvelous development on the transportation systems throughout the United States in the past decade and each year brings some new form of service which only tends to stimulate and make the interested carriers more and more eager to place before their patrons some feature that will attract their attention and bring about a closer relationship. This is true with not only the railways, but the water carriers as well, and the best evidence of this is the newly inaugurated "Red Ball" freight service of the Los Angeles Steamship Company, operating the S.S. Yale and Harvard between San Francisco and Los Angeles. As will be seen subsequently, the Pacific Electric plays an important part in making this service possible.

This service calls for twenty-four-hour delivery in Los Angeles from time of pick-up at San Francisco and in order to carry out this plan and make it a success, it is necessary to have this freight loaded last on the ship at San Francisco, consequently making it first off on arrival at Los Angeles Harbor.

The freight is designated from other merchandise by a sticker representing a red ball, which is loaded in cars located on the head end of the house track. This feature is most essential in order that when the cars are completed our motor may go in and pull them without disturbing the rest of the line-up. This freight is not checked at the port, but loaded in these cars direct from ship and checked out on arrival at Los Angeles from check books mailed to Los Angeles on arrival of the ship.

The Yale and Harvard usually dock at Wilmington at 11 a.m. and the cars must be loaded and ready to be pulled from the dock not later than 12 noon sharp. At this point the Pacific Electric plays a most important part. Our duty is to see that the freight is given preferred handling and reach Los Angeles an hour later in order that it can be checked and ready for the California Truck Company to take possession and effect store-door delivery not later than the agreed twenty-four hours from the time of pick-up in San Francisco.

This class of freight moves under a rate schedule slightly higher than the straight merchandise shipments, but considering the speed in which delivery is effected, it is quite reasonable and no doubt will become very popular with our Southland patrons as well as our friends in the northern part of the state, as this service operates in the reverse direction as well.

Permanent

Mr. Naggs—I would not have said what I did if it hadn't been for the nasty look you gave me.

Mrs. Naggs—You flatter yourself. I did not give you any nasty looks—you always had them.

One Death Past Month; Group Insurance Data

OCTOBER was nearly ended before a death was recorded among employees, but the passing of Conductor Edward Gallagher, conductor on the Western Division, on the 30th, prevented our having a clear mark for the month. This death makes a total of 32 for the first ten months of the year, as against 31 for all of last year.

We are glad to report that Mr. Gallagher carried both Mortuary and Group Insurance, total payment of \$3500 being paid to his wife.

Mr. Chrystal of the Insurance Bureau compiled the following interesting statistics in connection with Group Insurance as of September 30:

Total number of policies in effect, 6040.

Total amount of insurance, \$10,484,455.

Percentage of eligible employees carrying group insurance, 89.43 per cent.

Total amount of premiums paid by employees for month of September, \$5233.37. During the same month the Company paid premiums (free insurance and portion of cost of additional amount purchased by employees) amounting to \$5250.45, or slightly more than half the entire cost.

Twenty employees are now receiving monthly disability payments amounting to \$1239.20, or an average of approximately \$62 each.

COMMUTATION RATES TO BE QUOTED BY CONDUCTORS

For the information of Conductors, and as an assistance in answering questions put to them by passengers, the Passenger Traffic Department recently issued a compact schedule of commutation fares applying between Los Angeles and points on the western Division.

This schedule shows the fares for the different classes of commutation tickets from Los Angeles to fare limit points on the various lines. It also describes the tickets and shows the limit of each.

By the use of the schedule, Conductors will be able in a few seconds to inform passengers concerning rates, etc., thereby rendering an additional service to patrons.

Incidentally, if other employees desire copies of the schedule, the Passenger Traffic Department will be glad to furnish same upon request.

The Company needs more passenger business and if employees will acquaint themselves with the low cost of transportation by using commutation tickets and talk it among friends and acquaintances, it would help considerably in boosting traffic for our lines.

Schedules similar to the one issued for the Western Division, are being compiled for the Northern and Southern Division lines and will be distributed just as soon as possible.

"Blessings on thee, little sheik,
Hotter than a lightning streak,
With balloon trousers, empty head,
Socks and ties of flaming red;
With marcelled hair, grease galore,
The latest perfume from the store;
With thy talcum on thy face,
And thy cane to add thee grace.
From my heart there bursts forth
joy;
Glad that I am not a boy."

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

Passenger Revenues	\$ 1,027,440.89	
Freight & Switching Revenue	524,607.97	
Other Revenues	52,304.60	
Total Railway Operating Income	\$ 1,604,353.46	
Total Railway Operating Expenses:		
Wages	\$776,664.64	
Other Charges	364,119.10	
Transportation for Investment—Credit	3,275.02	1,137,508.72
Revenue Less Operating Expenses	\$ 466,844.74	
Depreciation	54,438.17	
Taxes Assignable to Railway Operation	92,598.20	
Total Depreciation and Taxes	147,036.37	
Revenue Less Operating Expenses—Depreciation—Taxes.....	319,808.37	
Non-Operating Income	62,484.57	
Net Revenue	\$ 382,292.95	
Interest on Bonds and Other Debt	362,039.45	
Rent and Miscellaneous Income Deductions.....	118,132.25	
Total Deductions	\$ 480,171.70	
Net Loss for Month	\$ 97,878.76	
Net Loss for 9 Months.....	\$ 1,274,841.59	
Total outstanding Deficit as of Sept. 30, 1925	\$14,374,520.49	

Negotiating Bills of Lading

Proper Handling of the Negotiable Bill of Lading and Explanation of Carrier's Responsibility

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

BILLS of lading have become the foundation of mercantile credits throughout the world and have been in existence for generations, to the extent that they represent a receipt for the delivery of merchandise.

A bill of lading in its barest form is a receipt given by the carrier to a shipper for merchandise, under which the carrier obligates itself to transport and deliver the shipment to a specified person at a specified destination.

As a result of the importance attached to bills of lading, legislation has been passed by both Federal and State Governments, regulating the issuance and use of bills of lading by common carriers in the United States, which sets forth the liabilities of common carriers in the issuance of such documents.

After execution of a bill of lading, the carrier, in the absence of some lawful excuse, is bound to deliver the shipment upon a demand made either by the consignee named in a non-negotiable bill of lading for the goods, or, if the bill of lading is negotiable, by the holder thereof, if such demand is accompanied by:

(a) An offer in good faith to satisfy the carrier's lawful lien upon the goods.

(b) An offer in good faith to surrender, properly indorsed, the bill which was issued for the goods if the bill is negotiable; and

(c) A readiness and willingness to sign, when the goods are delivered, an acknowledgment that they have been delivered, if such signature is requested by the carrier.

Failure of Carrier

In case the carrier refuses or fails to deliver the shipment in compliance with a demand by the consignee or holder so accompanied, the burden shall be upon the carrier to establish the existence of a lawful excuse for such refusal or failure.

A carrier is justified in delivering a shipment to one who is:

(a) A person lawfully entitled to the possession of the shipment, or

(b) The consignee named in a non-negotiable bill for the shipment, or

(c) A person in possession of a negotiable bill for the shipment by the terms of which the goods are deliverable to his order, or which has been indorsed to him or in blank by the consignee or by the mediate or immediate indorsee of the consignee.

In the event a carrier delivers a shipment to one who is not lawfully entitled to possession of it, the carrier is liable to anyone having a right of property or possession in the shipment if he delivered the shipment to anyone other than the consignee named in a

non-negotiable bill of lading, or to anyone not in possession of a negotiable bill of lading for the shipment. If, prior to delivery, the carrier had been requested by or on behalf of the person having right of property or possession in the shipment not to make delivery, or had information at the time of delivery that it was to a person not lawfully entitled to possession of the shipment, the carrier would be liable for mis-delivery. The carrier's delinquency, however, would be subject to the condition that such a request or information must be given to an officer or an agent of the carrier, the actual or apparent scope of whose duties includes action upon such a request or information, and must be given in time to enable the officer or agent to whom it is given, acting with reasonable diligence, to stop delivery of the shipment.

The carriers have experienced comparatively little difficulty in the delivery of shipments covered by non-negotiable or "straight" bills of lading. There is, however, room for considerable improvement in the execution and negotiation of "order" bills of lading. As has been pointed out, the carrier may not lawfully deliver a shipment without requiring surrender of the "order" bill of lading covering and which must be properly indorsed.

Lost Bills

In the event that an "order" bill of lading has been lost or destroyed a court of competent jurisdiction may order the delivery of the shipment upon satisfactory proof of such loss or destruction and upon the giving of a bond with sufficient surety to be approved by the court to protect the carrier or any person injured by such delivery from any liability or loss incurred by reason of the original bill of lading remaining outstanding. Or the carrier may deliver the shipment, if the original "order" bill of lading has been lost or destroyed, upon receipt of a certified check for an amount equal to the amount of 125% of the invoice or value of the property; or at carrier's option, upon receipt of a bond in an amount for twice the amount of the invoice or value of the property.

The usual practice of a shipper in consigning a shipment to his order is to forward the bill of lading, attached to a sight draft, to the party to be notified, through the bank and it is not unusual for the shipment to arrive at its destination before the bill of lading.

Because of the negotiable character of the bill of lading, it may change hands several times and is eventually presented to the carrier accompanied

by a demand for delivery of the shipment.

The Federal Bill of Lading Act and the California statutes provide that "order" bills of lading may be negotiated by delivery, whereby the terms of the bill of lading the carrier undertakes to deliver the shipment to the order of a specified person and such person or subsequent indorsee of the bill of lading has indorsed it in blank. An "order" bill of lading may also be negotiated by the indorsement of the person to whose order the shipment is deliverable by the tenor of the bill of lading. Such indorsement may be in blank or to a specified person. If indorsed to a specified person, it may be negotiated again by the indorsement of such person in blank or to another specified person.

A negotiable bill of lading may be negotiated by any person in possession of same. However, such possession may have been acquired if, by the terms of the bill of lading the carrier undertakes to deliver the shipment to the order of such person, or if at the time of negotiation the bill of lading is in such form that it may be negotiated by delivery.

Bill's Validity

The validity of the negotiation of a bill is not impaired by the fact that such negotiation was a breach of duty on the part of the person making the negotiation, or by the fact that the owner of the bill was deprived of the possession of the same by fraud, accident, mistake, duress or conversion, if the person to whom the bill was negotiated, or a person to whom the bill was subsequently negotiated, gave value therefor, in good faith, without notice of the breach of duty, or fraud, accident, mistake, duress or conversion.

In executing a negotiable bill of lading, the carrier has a lien on the shipment for freight, storage, demurrage and terminal charges and expenses necessary for the preservation of the shipment or incident to its transportation subsequent to the date of the bill of lading, unless the bill of lading expressly enumerates other charges for which a lien is claimed.

Business transactions involving the use of negotiable or "order" bills of lading annually totals many millions of dollars and the fact that the carriers' losses are small, is indicative of the care generally exercised by all whose duties require the handling of negotiable bills of lading. However, it is felt proper handling and negotiating of such documents will further minimize the danger of losses to the carriers.

Useful Habit

"I know I'm old, but I'm crazy about you," stated Mr. Moneybags. "When I go I'll leave all my fortune to you if you'll have me."

"Have you any bad habits?" asked Miss Goldielocks, thoughtfully.

"Only that I walk in my sleep, if you could call that a bad habit"

"You dear old thing. Of course I'll marry you. And we'll have our honeymoon on the top floor of some tall hotel, won't we?"—Bursts and Duds.

Chief Completes Eastern Tour



"Happy to get home," seems to be reflected on the countenances of Mr. and Mrs. Pontius, who returned last month from a 9,000 mile eastern and Canadian tour.

RENEWED confidence in the future of the electric railway industry; early development of equipment giving greater comfort to passengers; high standard of new Pacific Electric equipment and service as compared with that of other electric railways; great local building activity.

The foregoing are highlight observations which Vice President & General Manager Pontius brought home last month following a forty-day combined business and pleasure trip which carried him throughout the East and into Canada. While away Mr. Pontius attended as a guest the annual gathering of the Traveling Passenger Agents As-

sociation at Montreal and the convention of the American Electric Railway Association at Atlantic City, where he delivered an address on "Congestion, Traffic Control and Rapid Transit," elsewhere appearing in the Magazine.

At the railway convention Mr. Pontius stated that all the progressive companies were keenly interested in improved types of equipment the noise abatement being a feature which seemed to appeal greatly to officials in attendance. Improved gears and trucks were exhibited by car manufacturing companies in which it was claimed that noise was reduced to a minimum.

Many officials expressed the belief that the public at large had become accustomed to and would demand in the future greater comfort than has been afforded in the past. The widespread use of the automobile with its comfortable riding features is the element which has or will bring about the greater demand for comfort. Many of the companies now are considering spring plush cushions, enclosed smoking compartments, linoleum-covered floors and other far-reaching comfort features never previously considered.

Contrary to reports, the de luxe car of the future is not intended as a competitor of the motor bus. The convention reiterated its policy relative to the proper co-ordination of the motor bus with the street car, but the latter vehicle will continue in use as the only satisfactory carrier where the problem of mass transportation exists.

Mr. Pontius, after visiting most of the large cities of the East stated that he did not see the equal of our improved local cars used in the Hollywood and Watts service, adding that they were far ahead in both conveniences and riding comforts.

Most of the large privately-owned street car and interurban electric systems reported strong financial conditions at the convention. The automobile has taken a certain toll from the electric carriers, but, nevertheless, the industry carried 2,000,000,000 more passengers this year than it did ten years ago. Wherever fares are adequate, so Mr. Pontius found, the lines are prospering, particularly those in Kansas City, Chicago, Cleveland and Columbus, O.

Mr. Pontius expressed his pleasure at finding building operations flourishing upon his return to Los Angeles. He stated that in no city of the East did he see so much new construction work in progress as is now being erected in this city. "We of Los Angeles have become prone to expect a continuance of building activities," he commented, "and that it is continuing speaks volumes for the stability and future of this district. The fact that financial interests continue to built limit-height structures, while elsewhere such building is at a standstill is evidence that our people believe in Los Angeles and are willing to back their judgment with hard cash."

Concerning the problem of traffic congestion, Mr. Pontius found that this city is not alone in facing perplexing difficulties brought about through the universal use of the automobile. He praised the local police department and others who have affected marked improvement in speeding traffic in this city. In New York City and Chicago he found conditions most serious, adding that "the streets of Los Angeles are actually safety zones as compared to those of our two leading cities."

Maybe.

Distracted Wife (at bedside of sick husband)—"Is there no hope, doctor?"
 Doctor—"I don't know, madame. Tell me first what you are hoping for."

THE PACIFIC ELECTRIC MAGAZINE

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E. C. THOMAS...Gen'l. Agt. Executive Dept.
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Contributions of Items of Interest by all
employees solicited. Address all communica-
tion to the Magazine, to Bureau of News,
Room 664, Pacific Electric Building, Los
Angeles.

YEARS ago one of the wise men
of the Nation, realizing the need
of the people for good literature,
walked the streets of Philadelphia for
many days soliciting the people of that
city for ten shillings each to establish
a public library. After much labor he
induced fifty persons to comply with
his request. The wise man was Ben-
jamin Franklin.

Prior to the time Franklin made his
solicitation and secured the nucleus of
the library fund, books in the United
States were rare indeed, and such as
could be secured came from across the
Atlantic at almost prohibitive prices.

Think of the difference to-day, when
for a few cents works of famous au-
thors upon a world-wide diversity of
subjects may be had.

What the influence upon the nation
has been by Franklin's act can only be
conjectured, but we know of a surety
that we are considered the most en-
lightened of nations, due to the habit
of reading.

Would Franklin to-day be consid-
ered as one of the world's most wise
men had he not religiously and regu-
larly devoted several hours daily to
reading?

Carefully selected books are men's
best companions and the cultivation of
them must produce a mind more alert
and keen, that may more easily grasp
all the problems of life. No man can
progress far in his own accomplish-
ment, nor in the esteem of others, who
is not well read.

Look about you at men of real
standing and you will find that they
are abreast with the times because they
are read; possibly not so much in the
immediate present, but back through
their lives they have been "readers."

Read, and acquire a wealth of which
no man can rob you, but that you

Any Fool Can Quit!

WHETHER you are a day
laborer or president of a
large company, office boy
or superintendent of the works,
you are sure to come to the point
sooner or later at which things
will not go to suit you, and you
will be an unusual person if the
first thing you think of is not—
to quit your job.

This is the very place where
you will need self-control. Just
remember that any fool can quit,
but the one who sticks and
makes a success of his job, over-
coming every obstacle to do so is
a genius.

There are unpleasant occur-
rences in every job; there are
obstacles to overcome by all who
would rise above the work which
a person can do with his hands,
without the use of his head; and
the extent to which a person
meets these conditions philoso-
phically with a smile instead of a
frown will mark that person's
degree of success.

If you can control yourself
when you feel like saying: "I will
quit," you will soon control the
condition which makes you want
to quit.—L. A. Press.

ONE OF THE particularly pleas-
ing reports brought back by
Messrs. Pontius, Anderson and Thor-
burn following extensive inspection of
railway properties while east attend-
ing the annual convention of American
Electric Railway Association, was the
marked tidiness of Pacific Electric
Trainmen, as a whole, as compared
with those of eastern lines. All three
of these officials made this observation
and commented praisingly upon it.

It has been said that a man's out-
ward appearance is a dependable gauge
of his true worth. Ill-kept and tattered
clothes usually go hand in hand with
carelessness and indifference, and
there's no denying that an untidy and
poorly groomed man is looked upon
with suspicion as to his worth and
dependability.

Conversely, all things seem to break
with favor upon the man who takes
pride in maintaining a good standard
of personal appearance. He gets a
greater joy out of living and things
look brighter to him.

Cleanliness and tidiness pay their re-
ward in the respect we command from
our fellow man!

may share with others without loss to
yourself.

Read not, and you have little of in-
telligence to bestow upon others.

Peripatetic

"Let's go walkin', Miss Johnson.
I feels kinda pedestrian tonight."

"All right. I fels kinda walkative
mah own self."—Nashville Tennes-
sean.

"AS WE SOW"

The story is told of a man who was
removing his family and household
goods to a certain town. He did not
know much about that community, and
he felt considerable anxiety to know
what kind of a place it was. He hap-
pened to stop along the way at a house
where an old Quaker dwelt, and he
asked this old fellow what kind of a
place it was where he was going.

"What kind of a place did thee
come from?" asked the old fellow, in-
stead of replying directly.

"Oh, that was a very mean sort of
a town," replied the traveler. "I am
mighty glad to get away from it. They
are unkind, unsocial people, who are
selfish and inconsiderate. They are al-
ways looking for a chance to do you."

"If that is the case," said the old
man, "thee will find that this town thee
is going to is just about the same. I
am sure thee will have a great deal of
trouble there, and thee won't stay
there long."

Some days later, there came along a
second party of travelers, who like-
wise were headed for this same place.
They also stopped a few moments to
gossip with the old Quaker. Finally
they asked him what kind of a place
it was for which they were headed.

"What kind of a place did thee come
from?" asked the old man again. It
appeared that they came from the same
town from which the first family had
hailed.

"O, it is a very fine place, was the
reply. "We could not ask any better
and we hate to leave it and part from
our friends. They are kind and warm-
hearted and generous folks."

"Then thee will find just about the
same kind of people in thy new home,"
was the reply.

There is a thought for all of us in
the above. We find everywhere as we
go along just about the kind of thing
that we give.—Exchange

It Pays

He rang in a little sooner
Than the fellow in his shop;
And he stayed a little longer
When the whistle blew to "Stop!"
He worked a little harder
And he talked a little less;
He seemed but little hurried
And showed but little stress,
For every little movement
His efficiency expressed.

Thus his envelope grew just
A little thicker than the rest.
He saved a little money
In a hundred little ways;
He banked a little extra
When he got a little raise
Now it's very little wonder
That he murmurs with a smile,
As he clips his little coupons:
"Are the little things worth while?"
—Anonymous.

There, little murderer,
Don't you cry,
Just plead crazy,
And you'll get by.

SEATTLE'S MUNICIPAL LINE HAS SUCCESSFUL MONTH

Doubling of street car fares and a hectic advertising campaign appealing to the citizens to ride municipal street cars on all occasions because of loyalty to the home town have at last enabled the Seattle Municipal Railway System to break even over a month's operation. Incidentally, a million dollar deficit was reduced by \$5 519.

Actual deficits in the operations of the lines, it was shown by figures made public last month, now stand at \$615,922.45, with an additional \$487,500 which the city may be called upon to pay as taxes for the year 1919, when it purchased the lines.

Of the purchase price of \$15,000,000, paid by the city, \$11,668,000 in utility bonds still is outstanding.

Apologists for the municipal ownership system, explain that the lines went "in the red" under smaller fares, but actually Seattle has not known the 5-cent fare since July 24, 1920, except for three short months in 1923, when political maneuvering led to a brief reduction of tariffs. The experiment served only to disillusion public ownership sponsors further and to add to the deficit.

For six months in 1920, the fare was 6¼ cents—four tickets for the quarter. Now cash fares are 10 cents each, with three tickets sold for the former price of four.

At its present rate of fare, the municipal system is barely making ends meet, the latest financial statement showing that in the first seven months of 1925, it made a profit of \$5519, after meeting operating charges, bond of interest and redemption.

Friends of municipal ownership ac-

Wood For Sale

ATENTION of employees is called to the fact that the Stores Dept. is now in a position to supply P. E. workers with scrap wood (car, building and bridge timbers) cut into stove or fire-place lengths. The price is only \$4 per cord delivered on board cars at company yards, Washington St. and Long Beach Ave., Macy St., Sherman, San Pedro, and San Bernardino, where there are facilities for handling.

Application should be made through the heads of departments and orders will be accepted and deliveries made in the order in which they are received.

count for the sorry showing of the railway system by saying the purchase price was excessive, and that the lines have been overburdened in paying off the bond issue.

The public at large, however, has refused to accept this theory. As elsewhere throughout the country the true facts are becoming deeply rooted in the public mind,—political theorists cannot hope to successfully operate industrial activities.

In English Class

Teacher: "I have went. That's wrong, isn't it?"

Pupil: "Yes, ma'am."

Teacher: "Why is it wrong?"

Pupil: "Because you ain't went yet."

INCREASE IN SERVICE BEING TRIED AS EXPERIMENT

Will greatly increased service compensate in additional travel thereby attracted? On the hopeful theory that it will, the Company began an experiment on November 1st whereby much more frequent service is being rendered to the cities of Long Beach, Sawtelle, Venice, Ocean Park and Santa Monica.

The new schedules are to be continued for a period of four months at the end of which time they will be permanently adopted if a reasonably compensating amount of additional travel develops.

Under the revised schedule to be adopted Long Beach and points en route are being served at 20 minute intervals during the day, instead of 30 minutes previously operated. The new schedule calls for 47 trains to Long Beach daily as against 37, an increase of 10 trains. The revised schedule will not affect service during the morning and evening rush hours, during which time service is operated at greater than 20 minute frequency.

Service to Sawtelle and points en route is now being operated at 15 minute intervals, instead of 30 minute, as called for in former timetable, and during late evening hours half hour headway is in effect, as against the hourly service rendered under previous schedule. A total of 61 trains are now scheduled to Sawtelle and points en route, as against 37 as called for by former timetable, an increase of 24 trains daily.

The new schedule on the Venice Short Line calls for service at 20 minute instead of 30 minute frequency and will give to Venice, Ocean Park, Santa Monica and points en route 54 trains daily as against 45 formerly.



More than 500 employees and their families gathered at Pickering Park, San Bernardino, on October 17th, to join in a picnic outing arranged by Club Manager Vickrey for workers from the Eastern District of the Northern Division. An extensive amusement programme was arranged, including free rides on concessions, bathing, ice cream, coffee and lemonade. The largest crowd was in attendance during the evening when a dance was given in the pavilion, during which two good vaudeville numbers added to the pleasure of the day. Members of the committee who assisted Mr. Vickrey in the outing were: L. G. Wilson, Dan Finley, B. Schermerhorn, B. L. Brown, G. C. Ward, Carl Rockoff, Wm. Mapstead and J. C. Fulton. It is the intention of Mr. Vickrey to make this event an annual one.

PACIFIC ELECTRIC CLUB AFFAIRS

N. H. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The October meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, October 7, at 2 p.m. The following members were absent: W. E. Booth, W. B. Phillips, H. L. Legrand, Geo. Huppert, W. M. Brooks, Allen H. Bristow, B. F. Manley and C. Thorburn.

Club Fund

Balance, 9-1-25\$ 340.32
Receipts 1083.00

Total\$1423.32
Disbursements 886.57

Balance, 9-30-25\$ 536.75

Relief Fund

Balance, 9-1-25\$ 203.27
Receipts 496.00

Total\$ 699.27
Disbursements 645.00

Balance, 9-30-25\$ 54.27

Unfinished Business

Mr. Wilson again brought up the subject of passes for the Transportation Department at San Bernardino, asking that they be issued at San Bernardino instead of the city office. The matter was thoroughly discussed and President Lovell promised to take it up personally with Mr. Annable.

The subject of age limit for applicants to the Mortuary Fund was carefully discussed and the Executive Committee voted to permit each and every employee who is old enough to work for the Company to become a member of the Mortuary Fund. It was also stated that all employees are eligible regardless of race or color.

Mr. Fitzgerald stated that he always makes it a point to boost for the Mortuary Fund and considers it the finest opportunity that a working man ever had. The fund at the present time is a thousand and twenty-four dollars. The fact that this fund is available within a day or two after the death of the employee makes it superior to all other forms of insurance.

Mr. Lovell stated that prompt action is given on the Group Insurance, and cited a case where the check was delivered in forty-two hours.

New Business

Mr. Vickrey announced that a dance and entertainment is to be given for the Mechanical Department at Torrance on the evening of October 16, 1925. He asked all Mechanical Committeemen from Torrance to be present at that time to aid in giving everyone a good time.

Mr. Schermerhorn very enthusiastically spoke of the Annual Picnic to

be held for the P. E. employees of the Eastern part of the System beginning at Pomona. It is the plan to give a Annual Picnic for our employees each year and the present one is to be held in Pickering Park, San Bernardino. Badges will be given to employees and their friends, while many of the usual picnic treats will be given free. They are expecting a thousand in attendance at this picnic.

The "Charleston," which is now so popular at all dances, is being taught by Mrs. Rockwell, the Hostess at the Club Dances, each Thursday night. The Club Dances are now in full operation and it is expected that the present year will prove a very successful one. Employees are urged to watch the Magazine to learn when their Department is to be featured in order to vie with their fellow departments in a friendly contest to see which will have the larger crowd. A good time is assured all who attend.

Mr. Servranckx asks that a drinking fountain be placed in the Trainmen's Room at Glendale. Mr. Lovell agreed to take the matter up with the proper department.

Mr. Day suggested that a shelter be erected for the Trainmen at Graham. He stated that the coming of cold weather necessitates this as this is the station where trains are made up and broken after their respective runs. The matter will be taken care of by Mr. Lovell.

A request was made for a gas stove in the waiting room at the lower barn at the Sherman Terminal. The stove which is at present in use is for wood and as it is almost impossible to secure ample wood it is thought advisable to use gas.

Conductors report that some twenty-five to thirty pass books are reported lost each month. As it is a very hard matter to check up on these lost pass books, employees are urged to be more careful so as not to lose them.

It is also requested that employees should be the last to enter the car when loading at street corners which will facilitate the taking of numbers or passes by the Conductors. As employees ride free, paying passengers are entitled the first privileges.

P. E. MASONIC NOTES

The Pacific Electric Masonic Club's annual dinner will be held at the Alexandria Hotel on the evening of November 10. It is expected to make this the record-breaking event of the year.

The Club will visit the Covina Masonic Home Sunday, November 19. Details to be announced later.

During the past month, the Club visited York Lodge at Watts, and Wilmington Lodge at Wilmington, and conferred the Master's Degree upon fellow employees.

DEPARTMENT DANCE NIGHTS PROVE POPULAR AT CLUB

The new plan of featuring various departments on specific dance nights at the Club has proven a good one, judging by the greatly increased attendance records immediately following its adoption.

This plan was begun on Thursday night, October 15, 1925, when the General Superintendent's Office, The Timekeepers, Car Service, and Telephone Operators, were especially invited to be present. A very noticeable increase in the crowd was apparent. The large Ball Room was almost filled to capacity and in the Grand March, which was led by Mr. and Mrs. G. B. Miles, there was only space to form a continuous line extending from one end of the Ball Room to the other.

On October 22, 1925, when the Vice-President's Office, Freight Traffic, Passenger Traffic Claim, Hospital, Legal, Building, R. E. T. & R. Office, Special Agents, and Treasury Departments were featured, the large gathering was unusually enthusiastic. Many of our employees who seldom find time to attend these dances were seen on the floor enjoying themselves to the utmost.

All the Mechanical Departments of the Company were featured on October 29th and the largest crowd in the history of the Club at its present location was present. This was a Hallow'e'en Dance and the entertainment of the evening was greatly augmented by the appearance of Mrs. C. O. Snodgrass and Mrs. W. E. Smart in the costume of gypsies in the role of fortune tellers. Later in the evening the same ladies passed about well filled baskets of nuts and candy.

P. E. CLUB BULLETIN From Nov. 10 to Dec. 10, 1925

Tuesday, Nov. 10:

Masonic Club meeting, 7:30 p.m.

Wednesday, Nov. 11:

P. E. Rod & Gun Club meeting, 8 p.m.

Thursday, Nov. 12:

Club Dance in Ball Room at the Club, featuring the Electrical Departments.

Friday, Nov. 13:

Vaudeville at the Club, 8 p.m.

Saturday, Nov. 14:

Agent's Association Meeting, 7:45 p.m.

Monday, Nov. 16:

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

Tuesday, Nov. 17:

Northern Division Safety Committee meeting, 2 p.m.

Wednesday, Nov. 18:

Trainmen all divisions will meet as follows:

Northern Division at the Club.
Southern Division at Long Beach.
Western Division at Sherman.

Thursday, Nov. 19:

Club Dance in the Ball Room at the Club.

Featuring the Accounting Department.

Friday, Nov. 20:

General Staff meeting, 10:30 a.m.

Monday, Nov. 23:
P. E. Band rehearsal, 8 p.m.

Thursday, Nov. 26:
No dance. Account Thanksgiving Day.

Friday, Nov. 27:
Vaudeville at the Club, 8 p.m.

Monday, Nov. 30:
P. E. Band rehearsal, 8 p.m.

Wednesday, Dec. 2:
Executive Committee meeting, 2 p.m.

Thursday, Dec. 3:
Club Dance in Ball Room at the Club. Featuring all the Transportation Departments.

Friday, Dec. 4:
Southern Division Safety Committee meeting, 2 p.m.

Monday, Dec. 7:
P. E. Band rehearsal at 8 p.m.

Tuesday, Dec. 8:
Western Division Safety Committee meeting, 2 p.m.
Masonic Club meeting, 7:30 p.m.

Wednesday, Dec. 9:
P. E. Rod & Gun Club meeting, 8 p.m.

Thursday, Dec. 10:
Club Dance in Ball Room at the Club. Featuring all the Engineering Departments.

REVISING ELECTRON TUBES

Electron tubes in radio receiving sets eventually lose their sensitivity. This sometimes progresses to the point where the receiving set operates very poorly or not at all, even though the tube filament is not burned out. The user of the set frequently confuses this condition with that due to an exhausted B battery. If the tubes are of the thoriated tungsten (X-L) filament type, they can usually be rejuvenated, and made to serve as well as new tubes in the receiving set.

It is important that reviving not be attempted until the tube user has assured himself that the tubes actually need this treatment; that is, he should make certain that his batteries are not run down, and that other parts of the receiving set are in proper order.

The WD-11 and WD-12 type of tubes are the only ones extensively used which can not be revived. In these tubes the source of the electrons is a coating of certain oxides on the surface of the filament, and when this has been used up no process can renew it. The thoriated tungsten filaments, however, used in most of the various other types of tubes, contain the oxide of thorium throughout the whole mass of the tungsten filament. The filaments are given a treatment which produces a layer of atoms of thorium on the surface of the tungsten, and this thorium, which is radioactive, emits electrons much more copiously than the tungsten would. After long use, or after burning the filament too brightly, the layer of thorium atoms is evaporated off, and so few electrons are then emitted that the tube does not function properly. Reactivation is a process which boils additional thorium atoms out of the interior of the tungsten filament and forms a new layer of thorium atoms on the surface.

To Give the East Story of West



Miss Sybil Mather

THERE'S a familiar face missing behind the counter of our Information Bureau at the 6th and Main Street Station, and those of us who labor in our big terminal building, quickly sense the missing one to be none other than Miss Sybil Mather, Chief Information Clerk for many years.

"Loaned" for a period of six months, Miss Mather left for Chicago on October 16th, where she will organize the information service and aid in handling a Los Angeles County exhibit being displayed by the Los Angeles Chamber of Commerce to further advertise the allurements and charm of life in our glorious Southland.

All the many worthwhile products of our soil and many from industrial plants are being exhibited to residents of the Windy City and vicinity, and inquirers will receive from Miss Mather reliable information from the seemingly inexhaustible fund which she possesses.

For nineteen years Miss Mather has been the head of our Information Bureau, during which time she has rendered a service of great worth not only to this railway, but to the local and traveling public as well. Her great knowledge of almost everything pertaining to the Southland has been dispensed clearly, concisely and tirelessly.

During Miss Mather's absence the Information Bureau will be in charge of Miss Grace Anstead, who is well qualified to continue the excellent work of the bureau.

Josh and his wife were standing on the city's busy corner when his wife expostulated, "Josh, the way you stare at the limbs of these shameless city hussies is something scandalous. One would think you'd never seen legs afore."

"Just what I been athinkin' meself, Meriah," acquiesced Josh.

FIRST CABLE CAR OPERATED INTRODUCED IN S. F.

It is not generally known that the first cable car ever successfully operated was introduced in San Francisco. The inventor was Andrew Smith Hallidie of London, Eng., later a naturalized citizen of this country.

The Los Angeles Evening Herald recently carried an interesting account of Mr. Hallidie's successful introduction of the cable car into commercial use, the following being an extract therefrom:

"After an unsuccessful search for mines, Hallidie made a thorough study of engineering, spending much time surveying, building bridges and solving mechanical difficulties for all comers. When but 19 years of age he built a wire suspension aqueduct over the American river. He extemporized machinery for making wire rope and produced the first cable made on the Pacific Coast.

"Mr. Hallidie's most important invention—and he has many to his credit—was the cable railroad, which he constructed in San Francisco and which was opened August 1, 1873. This came about by his observation of horses dragging loaded street cars up the steep streets of the bay city. Accidents were frequent, when the animals slipped and were dragged to the bottom of the hill by the speeding car.

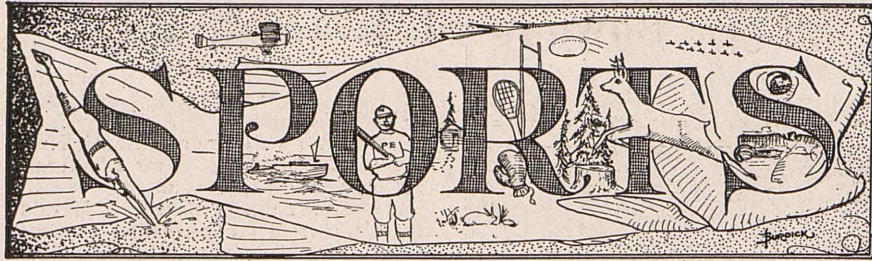
"The feature of catching the traveling cable by a grip caused much thought and experiment before a design was adopted which was both safe and effective and simple enough for common use. While now almost entirely superseded by the electric trolley system in America, the cable line is still to be found in San Francisco and in Europe, as well as in several other cities of our own land, while the principle involved is in universal use for other purposes than passenger transportation."

MT. TAMALPIAS SCENIC ROAD SOON TO BE ABANDONED

The "crookedest railroad in the world," famous steam route up Mt. Tamalpias, 10 miles from San Francisco in Marin County, will shortly suspend operations and its tracks torn out, a news dispatch stated on October 20th. An automobile route recently has been surveyed and will soon be constructed. The owning carrier plans to widen the road-bed which will be followed for the most part and charge a toll for its use.

The world famous road, which was built in 1898, at a cost of \$500,000, winds up the mountain for 2500 feet over a tortuous route several miles long. It has a spur into Muir Woods, whose giant redwoods were hundreds of years old before the Old Testament times were ended. The windowless cars of the little trains are pulled by tiny but powerful cog wheel engines, while the descent is made in cars pulled by gravity alone.

Don't wait for opportunities. Make them.—Pen Pointers.



RABBIT DRIVE AND TURKEY SHOOT MARKSMEN'S DISH

Wednesday night, October 14th, 1925 registered a post event, being the regular monthly meeting, "and some meeting it were!"

The vacation season being practically over reflected a large increase in attendance, and many items of interest arose for discussion. After the regular business was dispensed with, the subject of the Grand Annual Thanksgiving Turkey Shoot was brought up and after a lively debate was finally scheduled for Sunday, November 22nd.

The program will be staged at the Los Cerritos Recreation field, and will consist of both rifle and shot gun shooting. The rifle shooting will be limited to 22 caliber rifles. Shooting will begin promptly at 9:30 a. m. and continue throughout the day. Bring your lunch, come early and stay late. Plenty of turkey for all.

The next order of business was the Grand Annual Rabbit Drive. This subject brought forth a heated discussion regarding the proper date and a final vote set Sunday, December 6th as the best time.

As yet no definite location has been selected on which to hold the drive, but at the present time it looks like via Saugus and Palmdale to some remote spot in the Great Antelope Valley where the coveted rabbit abounds. All members of the club will receive definite information regarding the drive prior to the November meeting.

After the regular drawing contest the members all adjourned to the banquet room where our Chief Chef, Mr. Getts, had prepared an excellent feed.

On Sunday, October 18th, some seventeen shooters journeyed to the recreation grounds and after a perfect day, approximately fifteen hundred clay targets were reduced to dust. Several of the boys turned in remarkable scores, among the best we find H. Smith with 96 x 100; also ditto L. R. Spafford and K. L. Oefinger with 96 per cent for 75 targets. Looking further we note that J. L. Cowley, after a bad "Night Before" took a glorious skid which resulted in a final 86 x 100. Not so good Jack.

LARGE DISCOUNTS GIVEN TO ROD & GUN CLUB MEMBERS

With two of the most important yearly events of the season pending and the probability that members of the Rod & Gun Club will desire to purchase supplies and equipment, it will not be amiss to again remind our

associates that membership in the Club entitles all to discounts at many of our leading merchandise establishments. Then, too since last published several months ago, a number of new merchants have come forward and offered special inducements to our members.

The reduction made to members is frequently very attractive and by purchasing through our club we will be able to show the firms who grant us this concession the volume of our purchases which will aid in our continuing to receive this consideration. The necessary order may be secured at the club headquarters.

In order to receive the benefit of reduced prices, members must secure requisitions for presentation to firm from any of the following staff members of the Club: L. R. Spafford, 209 P. E. Bldg.; H. L. Wiggam, 212 P. E. Bldg.; B. F. Manley, 690 P. E. Bldg.; George Barclay, Washington Street Yards; Harry Pierce, Torrance Shops; General Office, P. E. Club; J. W. May, Pasadena Sub-station and F. E. Peachey, San Bernardino; C. C. Tibbetts, Pasadena car houses; A. O. Williams, Long Beach.

The following is the revised and down to date list of merchants offering special prices to Rod & Gun Club members.

Army & Navy Store, 530 So. Main St. Make orders "attention of Mr. McGuire." Discount only on sporting goods and radio supplies.

Wm. Hoegee Co., 138 So. Main St.

Tuft Lyons Arms Co., 609 So. Olive St.

New York Hardware Trading Co., 263 — 621 So. Main St.

Howland & Dewey, 510 So. Broadway. Radio & Kodak supplied. No discount on new assembled radios, and goods on sale. Make orders care of Mr. Fink.

Western Auto Supply Co. All stores Tires and tubes only.

R. B. R. Auto Supply Co., 4th & Main Sts., Alhambra.

Stationers Corporation, 525 So. Spring St.

Woods Jackson Arms Co., 843 So. Los Angeles St.

V. A. Corrigan Jewelry Co., 631 So. Main St.

J. A. & J. W. Bell 1018 So. Los Angeles St. Royal Cord, Sampson and Goodrich tires and tubes.

Pasadena Hardware Co., 66 W. Colorado St., Pasadena

Pasadena Sport Shop, Pasadena.

S. P. Hunsacker, 429 W. 2nd St., Pomona.

East Side Hardware Co., 820 East Colorado St., Pasadena.

Central Shoe Store, 841 East Colorado St., Pasadena.

Walper Men's Furnishings, 31 So. Fair Oaks, Pasadena.

Larsons Fishing boats at Redondo; by showing club card.

Thomas L. Rich Tire Sales Co., 612 Maple Ave., Los Angeles.

Hubbard Auto Sales Co., 785 Central Ave., (Attention Mr. Lockhart).

Diamond Dust

By Elmer Rall

THE Pacific Electric baseball team since the summer months has been playing Independent games, preparatory to entering the strong Winter League now being formed. The Winter League teams will be selected from the strongest clubs in Southern California.

The last two or three years, winter baseball has proven very popular in and around Los Angeles. A higher class of ball is played due to the fact that the players from the Coast League and other professional organizations are allowed to play in the Winter League.

The Pacific Electric club for the Winter season will be the strongest team which has ever represented the Company. It is the ambition of Manager Charlie Hill to place before the public a ball club which will not only win the Winter League championship, but will be a big publicity and advertising medium for the Company. To this end he has secured the services of several Coast League performers, who have joined our ranks as employees.

When the re-organized team appears on the diamond the following players will represent us:

Sailor "Dick" Moudy, pitcher, who has just finished the season with the San Francisco "Seals," championship club of the Pacific Coast League for 1925, will be our main-stay. Before reporting to the "Seals," Moudy was making a great showing with the Pacific Electric team, and is now returning to the fold to make an even greater record.

Art Koehler, first string catcher for Sacramento of the Pacific Coast League, will be behind the bat and will be the classiest catcher ever on the Pacific Electric team. Koehler is a heavy hitter and possesses a good throwing arm.

Charlie Gooch, third baseman now with the Salt Lake team of the Pacific Coast League will play third base. The last season, Gooch has been hitting the ball hard and is a flashy fielder. Incidentally, Charlie is a brother of Gooch who caught for the World Champion Pittsburgh team in the recent "World Series."

"Brick" Mason, outfielder of the Binghamton Club of the New York-Pennsylvania League will play in the outfield. "Brick" has had his best season in professional ball this year. He finished the season hitting the ball

at a 340 clip and was a sensation of the season. He was with us last spring, and will be heard from again this winter.

Gene Gomes, outfielder, formerly of the Pacific Electric, has just returned from professional ranks where he has enjoyed a great season. Gene is one of the hardest hitters in the game, and is a smart ball player. He will probably be seen in center-field.

Joe Gentry, outfielder, formerly in the Oklahoma State League and who has been performing for about two months with us, will take care of an outfield berth. Joe is a brainy ball player, has plenty of "pep" and his running of bases never fails to please.

Beattie Bouett, who has been playing infield this summer will again be in the lineup this winter. Bouett, is a smart ball player, a good hitter and a real base-runner; he is a valuable man for any ball club to have in their lineup.

Roy Whitman, left-fielder for the past year for the Pacific Electric team will appear in his old position this winter. Roy is some ball player; a hitter of the long distance type. He hits them high and far, and also possesses a good arm. While not on the ball field; Roy is Claim Checker, working out of the Los Angeles Freight House.

"Bimbo" Schramm, will appear in the lineup this winter, and will be at first base. The last summer "Bimbo" has been very valuable to the team, hitting around 410, and was a good fielder.

Tony Antista, star second baseman, who started his baseball career at Lincoln High School, will again be at his old position. Tony is a sure batsman and a classy fielder.

"Slim" Layne, a veteran of the Pacific Electric team of several years ago, at which time he was one of the best pitchers in the semi-pro ranks, will be ready for his turn on the mound any time he is called upon.

Bob Rachford, captain, will be ready to take care of an outfield position when he is needed.

Dan Crowley, infielder, and a former star from Manual Arts High school will be ready at any time to step into an infield position.

The writer, infielder and outfielder, who played with the Hollywood High team for four years, and the last season with the Pacific Electric, will again play the utility role as in the past season.

This collection of ball players will no doubt bring many laurels to the Pacific Electric, as it is the greatest team ever to represent this company.

Fair Enough!

Young Man: "I will give you a dime if you will get me a lock of your sister's hair."

Young Brother: "Make it five and I will get you the whole thing. I know where she hangs it."—Selected.

Recruiting slogan:

"Join the Air Service and see the next world."

P. E. Bowlers Show Creditably



P. E. Bowling Team, Now Second in 24 Team League.

SECOND place in the Electric Bowling League, in which twenty-four teams are competing, was the creditable standing of the P. E. Bowling Team as the Magazine went to press. With 17 won and 7 lost, only a scant margin separated our team from the top.

Under the plan of scoring in effect one point is credited for each game won and an additional point is given the winning team if all three games are won during the evening's play. With the exception of the Southern California Edison Company, which team incidentally is in first place, our bowlers have defeated every team encountered to date. Among those from whom the P. E. five have won are: L. A. Ry., L. A. Dept. of Water and Power and the So. Cal. Tel. Co.

The following are the team members' average in games bowled:

A. Brahm, 169 to 12 games; J. Gow-

anlock, 171 for 9 games; M. R. Yeager, 158 for 15 games; W. M. Schubert, 162 for 15 games; L. H. Covell, 181 for 15 games.

While the averages above are creditable, several of our team members are capable of higher scores, they having been the victims of more than their share of bad breaks.

All games are bowled at the Jensen Recreation Center, 1706 Sunset Boulevard, on Thursday evening of each week. The following is the team's schedule for the next thirty days:

Nov. 12th, Brown & Pengilly, 8:15 p.m.; Nov. 19th, H. H. Walker Elec. Co., 6:15 p.m.; Dec. 3rd, F. E. Newberry Elec. Corp., 8:15 p.m.; Dec. 10th, Golden State Elec. Co., 6:15 p.m.

Spectators are welcome to attend the games each week and those of our employees interested in the sport are urged to be present and give to our team the support it deserves.

Timely Topics for Trainmen

IN last month's issue of the Magazine we asked the co-operation of Trainmen in working out a short course of instruction in Spanish. The idea prompting the plan was to put before Trainmen a few words and phrases that would be helpful in their dealings with Spanish speaking patrons.

Educational Advisor Hill has prepared the following few simple terms which will equip the Conductors quite well to carry on a conversation most likely to occur when confronted with a Spanish passenger. We suggest that each Trainman take a little time in learning these Spanish words.

As your Mexican passengers board your car you might ask him:

"Where are you going?" — A DONDE VA?

Or, "What town?" — QUE PUEBLO?

As the answer is given, ask him: "One way?" — BILLETE DE IDA, or "round trip?" — DE IDA Y VUELTA? Or in simple words "You stay?" — SE PARA USTED? Or "You Come Back?" — VUELVE USTED? If

round trip is desired then give him the information, "Good for ten days" — BUENO POR DIEZ DIAS.

If he is paying for a number of passengers you might ask:

"How many?" — CUANTAS PERSONAS?

"How many adults?" — CUANTOS HOMBRES?

Or, "How many children?" — SUANTOS NINOS?

He will probably ask you: "How much?" — CUANTO DINERO?

By knowing the numerals from one to ten, and the denomination of Twenty-five cents, Fifty cents, and One dollar, it is easy to explain the amount of money necessary to pay the fare.

For instance, the fare is "six cents" you would say — SEIS CENTAVOS.

If the fare is "ten cents" — DIEZ CENTAVOS.

If the fare is "Twenty-five cents" — DOS REALES (two bits) or,

If the fare is "thirty cents" — TREINTA CENTAVOS, or use the

"twenty-five cents" — DOS REALES

Words, Phrases, and Pronunciations.

English	Spanish	Pronunciation
Where are you going?	A donde va?	A don'dāy vā?
What town?	Que pueblo?	Kāy pu ā blō?
One way ticket.	Billete de ida?	Billy ē tē dā i da?
You stay?	Se para usted?	Sā pa ra us ted?
Round trip.	De ida y vuelta?	Dā i dā ā vu āl tā?
You come back?	Vuelve usted?	Vu āl vē us ted?
How many?	Cuántas?	Kwan'tas?
Adults—	Cuántos hombres?	Kwantos hom'bres?
Children—	Cuántos niños?	Kwantos nin yos?
Good for ten days—	Bueno por diez días?	Bweno por dē as dē as?
How much?	Cuánto dinero?	Kwan to dē nē'ro?
	Cuanto Cueste?	Kwan to kwās'ta?
Take next car—	Tome el proximo?	Tō mā el proxi'mo?
One cent	Un centavo?	Un sēn tā'vo?
Two cents	Dos centavos?	Dos sēn tā'vos?
Three cents	Tres centavos?	Trās sēn tā'vos?
Four cents	Cuatro centavos?	Kwāt'ro sēn tā'vos?
Five cents	Cinco centavos?	Sēn kō sēn tā'vos?
Six cents	Seis centavos?	Sā'es sēn tā'vos?
Seven cents	Siete centavos?	Sē'ē tā sēn tā'vos?
Eight cents	Ocho centavos?	Ō'chō sēn tā'vos?
Nine cents	Nueve centavos?	Nū ā'vā sēn tā'vos?
Ten cents	Diez centavos?	Dē'ās sēn tā'vos?
Two bits	Dos reales?	Dōs rā āl ās?
Four bits	Cuatro reales?	Kwāt'rō rā āl'ās?
Twenty five cents	Veinte y cinco?	Vā ēn tā sēn'ko?
Fifty cents	Cinuenta centavos?	Sēn ku en ta?
One dollar	Un peso?	Un pā'sō?
Two dollars	Dos pesos?	Dōs pā'sōs?
Three dollars	Tres pesos?	Trās pā'sōs?
Four dollars	Cuatro pesos?	Kwātro pā'sōs?
Five dollars	Cinco pesos?	Sēn'kō pā'sōs?

and CINCO CENTAVOS — "five cents."

If the fare is "fifty cents" — CINCUENTA CENTAVOS, or CUATRO REALES — "four bits."

If the fare is "sixty cents" use the "fifty cents" — CUATRO REALES and "ten cents" — DIEZ CENTAVOS, making a total of sixty cents.

The same can be used for eighty-five cents" by using the fifty cents, twenty-five cents, and ten cents — CUATRO REALES, DOS REALES, and DIEZ CENTAVOS, making a total of eighty-five cents.

In this way by remembering the numerals from one to ten, and twenty-five, fifty cents, and "one dollar" — UN PESO, you can easily tell the right amount.

In case your car does not go to the destination of the passenger, tell him to "Take next car" — TOME EL PROXIMO.

Try these on your next Mexican passenger and see how much easier it will be to handle them.

Remember that the Spanish people are naturally very friendly and very polite. Try using these words with a smile.

EMPLOYEES IN HOSPITAL & NOTES FROM MEDICAL DEPT.

By LOLA H. HUNTINGTON

At present we have the following in the Pacific Hospital, who we are sure would be glad to see their friends, so let us not forget them as we are apt to do, for they need a word of cheer from us:

Raymond Hightower, Conductor, Western Division.

Sydney Hand, Supervisor, Southern Division.

David Conroy, Brakeman, Southern Division.

Rush Linch, Bus Operator, L. A. Motor Bus.

Frank Palmer, Carpenter, Torrance Shops.

Linn Gonzales, Crane Operator, Torrance Shops.

Jose Perez, Trackman, Eng. Dept.

Frank Chadburn, Gardener Helper.

Joseph McCue, Clerk, L. A. Freight House.

Harry Thornton, Conductor, Northern Division.

Willar W. Yeager, Brakeman, Southern Division.

Dr. Weber, our Chief Surgeon, while on a trip East, was taken ill and operated upon there. He is well on the road to recovery and expects to be home in about two weeks.

Miss Brahm, Secretary of this department, is enjoying a trip to New Orleans, accompanied by her mother.

Miss Bessie Chabotsky has been added to our staff as assistant nurse to Miss Flinn, our Chief Nurse.

An average of 1450 employees receive office treatment each month at the hands of the Medical Department.

The Man Behind the Smile

"I don't know how he is on creeds,
I never heard him say;
But he's got a smile that fits his face
And he wears it every day.

If things go wrong he won't complain,
Just tries to see the joke;
He's always finding little ways
Of helping other folk.

He sees the good in everyone,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.

You soon forget what ails you
When you happen 'round this man,
He can cure a case of "hypo"
Quicker than the doctor can.

No matter if the sky is gray,
You get his point of view;
And the clouds begin to scatter,
And the sun comes breaking through.

You'll know him if you meet him,
And you'll find it worth your while,
To cultivate the friendship of
The "Man Behind the Smile."
—Spartan News.

7TH ST. WAREHOUSE NEWS By Daniel Sanchez

Last month marked several changes in our personnel. Some of our associates of long standing left our ranks; others received well merited advancement, and a few new faces greeted us.

Jacob Anderson was appointed Chief Claim Clerk to serve in the position formerly held by T. S. Rucker.

J. W. Howard succeeded Mr. Anderson as Assistant Chief Claim Clerk, in charge of salvage.

Thomas Walker, formerly of the Auditor's office, is now with us working at the expense desk.

John E. Johnson, Cashier, resigned to take a position with another railroad.

Woodville Alexander, bill clerk was transferred to the Accounting Department, his place being taken by Clan Alexander.

What do we mean by "Red Ball?" Possibly the best explanation might be "Service," and if there is any doubt as to what we mean by service let us explain:

Freight that now leaves San Francisco at 3:00 p. m. via the Los Angeles Steamship Company, arrives at Pier "A" 10:00 a. m. the following morning. By 1:00 p. m. this freight has been unloaded from the boat and on to our cars and delivered at this warehouse, where it is transferred to trucks of the California Truck Company. At about 3:00 p. m. same day, 24 hours after having left San Francisco, delivery is made to the door of the consignee.

James B. McCue, Prepay Clerk, who has been confined to the hospital for some weeks, is getting along nicely, we are glad to report.

Pyorrhea

By Dr. Samuel Kaufman
Dentist Medical Dept.

DISEASE of Pyorrhea is the greatest destroyer of tissue, the most ravaging and most unrelenting disease of the mouth.

Pyorrhoea is not by any means a modern disease, or the result of our present rapid mode of living; rather, it is a disease that has been a great disturber of the peace of man for centuries. However, it is indeed of greater incident now. More people have it, and it is in a more aggravated form. It is no respecter of persons. It has no set time of year for harvest reaping, its season is all year. Approximately 92 per cent of all adults have it in some slight form. It is painless for the most part and therefore it is quite often overlooked entirely until too late.

Dentists have battled with the problem all during the profession's short life. Men have devoted their lives to studying the disease, and are still making every effort to effect a cure for that leveler of teeth.

Pyorrhoea is a pus disease, the liquification of gum tissue and the formation of pus, destroying the delicate membrane, or tissue, immediately around a tooth or teeth, and which gives the nourishment to them. The pus so formed flows into the mouth and is swallowed. Therefore, the presence of the pus remains unnoticed. The pus so swallowed, of course, as you know, is the cause of many of our present day diseases, such as stomach troubles, etc. Nature, in its effort to control the situation, to cure the disease by repelling the influx of the pus makers, absorb many of them, which get into the blood stream and

cause such trouble as rheumatism, neuritis and kindred ailments.

Now for causes of this terrible destroyer. Unclean teeth and gums, natural predisposition, faulty position of teeth due to the early extraction of some, undue stress on one particular tooth—causing inflammation tartar formation forcing gums away from around teeth, faulty crowns and bridgework, and many other causes. In fact, anything that causes the inflammation of the tissue immediately around the teeth renders them liable to the ravages of pyorrhoea.

Much has been said, advertised, and volumes written about the cure of Pyorrhoea, but when your gums get a dark red color replacing the beautiful rose pink color of healthy gums, and upon pressure you notice an exudation of pus, you have a fetid breath, the teeth from slightly loose to entirely so, all you can hope for is a stay of execution, so to speak, for all the Dentist can do for you is to arrest by constant treatment the advance of the disease, but cannot cure it entirely, nor can he even arrest the trouble if in an advanced stage.

Preventative measures consist of frequent cleanings of the teeth and gums at home; second, having your Dentist go over them at varying periods. He can tell you how rapidly tartar forms in your mouth and inform you of the necessary frequency of treatment required. He will watch all other possible factors causing Pyorrhoea also. Remember, clean teeth and gums never decay or become pyorrhoeal according to Osler, the world famous surgeon.

And the Truck?

Insurance Agent: "Come with me; you can get damages for this."

Negress (hit by truck): "Good Lawd, man, ah don't need no mo' damages—what ah needs is repairs."
—Blue Jay.

Why The Difference of Attitude

The following pointed remarks are from the fluent pen of E. F. Wickwire, Vice-President of the Ohio Brass Company:

THERE are still men who seem to think nothing of paying a dime a day to get their own hats back, but who kick about paying 10 cents for a 5-mile ride on a trolley car. There are still men who tip the barber as much as they used to pay for a shave, but who will slip by the conductor without paying their fares if they think they can get away with it.

"There are still men who have to go down to the pawn shop to see what time it is by their watches and who joke about paying their uncle 10 per cent a month interest on the loan, but they get real serious in their protests about paying a car fare which gives the company a bare 5 per cent a year on the investment.

"There are still newspapers that tell about a street car standing peacefully on a track until it is suddenly and forcibly entered by an automobile and who put on a headline "Street Car Hits Automobile."

"There are still motorists who start running away if they collide with a private automobile, but start signing up witnesses if they smash into a street car.

"There are still people who are glad to pay the butcher 20-cents a pound for liver they used to get for nothing, but are as friendly as a Scotchman on Tag Day when it comes to paying a reasonable rate of fare to the traction company for delivering them real service."

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES By George Perry

F. E. Loucks, Special Accountant, left on his vacation accompanied by his wife Thursday evening, October 8th. They intend to visit relatives in Jefferson and New Lyra, Ohio returning by way of Kansas City.

Mrs. Silverstein, of the Stenographic Bureau, left the service October 26th in order that she may be with her mother who has been ill for some time. Her many friends are all very sorry to see her leave and hope for the speedy recovery of her mother.

Herman Grenke, Special Accountant, who has been absent for one week account of illness, has returned looking a bit pale, but nevertheless feeling much improved in health.

Harry Thomas, of the Disbursements Bureau surely seems to have hard luck. One morning recently he was cranking a balky Ford, which suddenly took a notion to kick back, breaking Harry's wrist. But "you can't keep a good man down," so said the Whale as he "coughed up Jonah," so Harry is back with his right hand in a sling, all his writing is being done at his dictation by W. S. H. Weeks. It is suggested that Mr. Weeks be called Harry's "write-hand man."

A new face is seen in Mike Levin's Bureau. It is A. J. Belprez, who entered the service October 8, 1925; his duties consist of compiling the unit cost of equipment.

Doris Taylor, of the Stenographic Bureau, left the service last month to take a course in a local college to better fit herself for a business position. As a little remembrance she was given a bar pin by her many girl friends of the same bureau.

E. A. Myers, formerly of the Store Department at Torrance, is now a member of this Department, being transferred to fill the vacancy of Collection Clerk left open by W. L. Brown, who has moved forward to take charge of the Rentals and Franchise desk.

Maris Paulsen, of the Freight Accounts, has now taken over the duties of Statistical Clerk, which was left open by the departure of Nellie Scott, who after 8 years continuous service with the company, has left to take a position elsewhere.

October 20th and 21st marked the taking of the annual track inventory. Each clerk of the Road & Equipment Bureau received an assignment to one line for each day. All seem to enjoy being out in the open air for the two days.

Robert (Bob) Peterman, of the

Freight Accounts, left the service very unexpectedly when he was offered a very good position with the New York Hat Stores, Inc. We all wish him the best of luck in his new venture.

Earle Moyer, of the Disbursements Bureau, has been given charge of the Junior Clerks in this Dept. The boys will certainly have to watch their P's and Q's now.

Irene Read, Conductors Account Bureau, announced her engagement recently by appearing at the office with a beautiful diamond ring. We were unable to learn the lucky man's name. However, both have our very best wishes.

The vacationees have reached the lowest mark so far this year, the following being those away in October:

May Painter, home; Ester Quast, New Orleans; Gertrude Hiles, home; Ana Shafer, Philadelphia; Martha Gerberick, home; Peggie Giordan, home, and Edna Scott, San Francisco.

Eleanor Uecker, Conductors Accts. Bureau, left the service last month, recently having become the bride of Homer Douglas of the Bonding Dept., Western Division.

Another important event was the marriage of Lucille Lehow of the same Bureau to Mr. Cornica.

Also Signe Nilson left the service October 20th, and was married the same evening to Mr. Anderson, her duties are now being performed by Miss Spafford, daughter of L. R. Spafford, Train Instructor. May all the life voyages of the newlyweds be a blissful cruise.

WESTERN DIV. TROLLEYGRAMS By E. C. Brown

Chairman R. G. Miller of the "Get-together" meeting at Sherman, Wednesday, November 18th at 8:00 p. m., requests that all trainmen whose duties will permit, attend, as important subjects will be discussed.

The boys express their sympathy to the family of Conductor E. Gallagher, who died October 30th at the Pacific Hospital.

Motorman Fred Engelhart and Police Officers Graham and Harding of Santa Monica, killed a six-pointer deer in the San Jacinto mountains while on their vacation last month.

Any items of interest to Trainmen of Western Division will be appreciated by your Magazine Contributor. They should reach me by the 28th of each month.

Conductor Max Stolpe is spending his vacation visiting friends in northern California.

NORTHERN DIVISION NOTES Eastern Lines

By Mrs. Mary Surr

The Pomona Fair was held from September 22nd to 26th, inclusive. Fair weather prevailed and the attendance was good and an excellent exhibition displayed. Mr. F. E. Peachey was at Pomona in the absence of Mr. Foote, during the Fair, who was called East owing to a death in the family.

The Riverside Fair opened September 30th and closed October 6th. Attendance showed somewhat of a decrease as compared with last year. Travel on cars was light owing to bus competition and heavy rain which fell all day on Sunday, October 4th. 1710 Indians were handled to and from Sherman Institute and the Fair Grounds on October 1st.

Night classes have been started at the San Bernardino High School for the purpose of enabling those interested to take up a course in electricity. About 15 employees enrolled on the opening night, and it is anticipated that more will avail themselves of this splendid opportunity. Classes will be held every Monday evening.

The P. E. picnic, held at Pickering Park, October 17th, was enjoyed by about 520 employees.

F. E. Peachey and family have left for Rochester, N. Y. to spend a vacation at their old home, with relatives and friends.

Trainmen F. Sauerwein, B. W. McCullough and I. O. Gough are taking a 30-day leave-of-absence. All decided to take a sojourn to distant eastern and northern points.

ENGINEERING DEPT. NOTES By L. A. Biehler

The Editor has rightfully called our attention to the fact that the Engineering Department is not represented in the Departmental page of the Magazine. Mr. Wagenbach forthwith detailed the writer to be the official news gossiper.

All that happens within our ranks concerning the welfare and social activities of Engineering Department workers can hardly come to the attention of any one person, so I trust that all will aid me in gathering each month items that will be of general interest.

A number of old-time friends of Fred Bixenstien, paid him a second visit at Valermo on October 4th, for the purpose of cheering him up and getting in the annual supply of wood for the coming winter.

The following in the party making the trip: T. J. Wagenbach and wife; L. A. Biehler and wife; W. A. Baxter and mother; Mesdames Smith, Nancy Kelly, Ruby Kelly; Messrs. Haskell, Rushing, Tillotson, Staddon and Roy Brucker.

It is planned to make the third trip

up to Fred's November 22nd to finish the wood cutting job that was started October 4th, so get in your bid early if you wish to attend and have a good time.

Old friends of William E. Allott, will be sad to hear of his death October 24th. Mr. Allott was in the service of this Company for ten years or more as Transitman in the field department.

STORES DEPARTMENT NOTES By F. B. Hopkins

On Wednesday evening, October 21st, Frederick W. Shaw, Assistant to Sectional Storekeeper, George Quesenbury, embarked on the sea of matrimony, having been united in marriage to Miss Roma L. Reeves of Lawrence, Kansas, at the First Christian Church in Los Angeles. Miss Reeves, who had been a life-long friend of Mr. Shaw, had arrived in Los Angeles but a few days before, having journeyed all the way from Kansas for the occasion.

Eugene Holthaus, formerly assistant to Storekeeper Fred Dilthey at San Pedro, has been transferred to the Stores-Accounting Bureau. Leo Fried, formerly of the Torrance Store, has replaced Holthaus at San Pedro.

Mrs. Margaret Whitman of the General Storekeeper's office has been enjoying a two weeks' vacation at San Diego, Tijuana and vicinity.

Others of the department having recently been on vacations are: Charles Stock, Timekeeper "Bob" Sweaney, Julian Booth, Arthur Prather, and Ray Cragin, Storekeeper at Washington St

William Jolley is at present living the life of a bachelor, his wife and son having gone for an extended visit to Dallas, Texas.

One morning, not so very long ago, the fair city of Torrance was enveloped in an extremely thick blanket of fog, as is often the case during the fall months of September and October, and as the workers were hastening to their various places of employment a certain young man was found on Redondo Boulevard very much in a state of mental perplexity.

Upon approaching, the inquiry was made as to the direction of the P. E. Shops and resulted in the answer being given that he was already on his way to that establishment, whereupon the two journeyed on together. During the trip down and through the ensuing conversation, it developed that our lost hero was none other than George Jolly, assistant to Track Storekeeper Charles Stock, and that he had become bewildered in the dense fog and amidst the maze of angular streets that reach out in various directions. However, his experience was not without avail, for if there is one thing certain, it is that George is thoroughly familiar with the route from Andreo Ave. to the P. E. Shops in Torrance and is now in a position

to act as a competent guide for strangers coming to our town.

Floyd Gill, Chief Clerk to the General Storekeeper, is the proud father of an 8-pound baby girl, which arrived the morning of November 1st. Mother and baby are doing well.

MECHANICAL DEPT. NOTES

Long Beach Items

W. A. Schultz, Assistant Foreman at Long Beach for the past several years, has resigned to accept the Long Beach agency for a well known brand of household products. The best wishes of the gang go with "Bill."

Henry B. Cherry has been transferred from night to day duty as Assistant Foreman, vice, Mr. Schultz.

George H. Dyer has been appointed assistant night foreman at Long Beach, succeeding H. B. Cherry, transferred.

We always thought that cauliflower ears belonged to the boxing gentry, but Len Smith informs us that fishing for distance with the ear phones, will also do it. Len refers to Fred Phlaf for proof.

Walter Mooney motored to San Diego over the week end, and while in the southland paid a visit to that quaint old town of Tia Juana.

Rumor has it that our lightweight wrestling champ, Johnny Huemerich, recently won a close decision from a downtown traffic officer. Yes, Johnny escaped without a "ticket."

L. H. Talbert and Miss Iva Clark spent Sunday at Hemet, the home of Miss Clark's parents. Pleasing rumors regarding this young couple are going round.

The Hallowe'en party held at the home of Mrs. Octavia Sheldon was quite an elaborate affair. Many guests, all attired in fantastic costumes, were scrutinized by a committee with Miss Susie Wooster being awarded the prize for the most appropriate costume at the party.

No, folks, that wasn't Halley's comet—just Captain Guy McClure with his new sport model Nash!

Supervisor S. H. Hand and Fred H. Allen are both off duty on account of sickness.

San Pedro Items

W. H. Lowry is again at the Springs near Riverside. "Tex" is slowly improving in health.

T. R. Frijielo and J. Senbert are off on a 50-50 vacation. One is furnishing the auto and the other the gasoline, etc. Whereabouts unknown.

San Pedro-Long Beach cars did not look natural when both Motormen Lyons and Gibson took their vacations at about the same time.

Escaped. One tom cat off La Rambla car in transit. Description furnished by James Boswell or Wain Wright.

W. L. Rich, trainmaster, San Pedro, was in the Imperial Valley District hunting ducks, early in October. Note we said "hunting."

Gene Hothouse has been transferred to duty at Torrance general store.

SOUTHERN DIVISION NOTES

By F. J. Oriva

Superintendent Davis has expressed his pleasure at the improved coasting records of many crews in recent weeks. He asks our continued effort in this direction.

Conductor J. S. Jones of the Newport Line, took unto himself a wife last month. The nuptials were a quiet affair, but not to the extent of the news reaching his associates. A life of bliss we hope for them.

Conductor J. T. Tribbett, Southern Pacific-San Pedro special spent his vacation on a tour by automobile to Sacramento and scenic points thereabouts.

Having purchased a new home at Hermosa Beach, Conductor N. H. Christenson is now working run No. 246 out of Redondo Beach.

Word reaches us that Conductor L. C. Bartula, Huntington Beach, who went to Houston, Texas, recently, married his boyhood sweetheart while there. His many friends extend congratulations and good wishes.

After working a Watts run for a year, Motorman Geo. Bauer last month bid in and was awarded a run on the main line, No. 14.

GIVE THE RAILROADS CREDIT

A total saving of nearly a third in the principal items of freight traffic costs has been effected by the railroads since the period of federal control.

During the war, the primary requisite was delivery, cost was a secondary consideration. Wages were raised, equipment costs went up, taxes increased. Further restrictions were added by the Transportation Act of 1920 and most roads when turned back to their private owners, were losing money.

Under such circumstances, investors were lacking and the railroads set about recovering lost ground by economies and operating efficiency. The progress they have made since 1920 along these lines looms as one of the most important and instructive chapters in transportation history.

Freight charges were reduced during the period of 1921 to 1924 to an extent that saved shippers \$1,161,000,000 of the amount they would have had to spend had the 1921 freight rates remained in operation.—Santa Ana Bulletin.



They say nothing is impossible. Well, try to get a flapper to go for a ride in a buggy.

Special—This lot 400 pairs Men's Shoes in black calf skin. They won't last long. Sale price, per pair, \$2.95.

"There are no statues erected to those who thought it best to leave well enough alone."

The fellow who complains he is not getting enough is usually not giving enough.—Forge Magazine.

"So you are going to marry? Have you got anything laid up?"
 "Yes; I've got a rich uncle laid up with a paralytic stroke and I'm his only surviving relative."

Absent-minded business man kissing his wife—"Now dear, I will dictate a couple of letters."

"I should think you'd be ashamed to show your face in such a bathing suit!"
 "Don't worry, darling, people don't look at my face."

If you are a self-starter, the boss won't have to be a crank.

Not Safe

Bride (to salesman): "Please, sir, I'd like a little oven."
 Salesman: "Er—pardon me."—Selected.

A Good Tutor

Mrs. Hazel: "What dreadful language your parrot uses!"
 Mrs. Knutt: "Yes. My husband bought the bird in town and brought it home in his car. He had three blowouts and engine trouble on the way.—Princeton Tiger.

Father's Chance

Willie (to his father who had recently married the second time)—
 "There's a shop in the High Street just like you, daddie."
 Father—"Shop like me? What do you mean?"
 "Why, it's under new management."

Civilized

A man was stranded on a desert island. He was afraid of canibals, so he moved very cautiously. As he was climbing up a small hill he heard voices:
 "Who in hell trumped my ace?"
 The man lifted his eyes to heaven and said:
 "Thank heaven there are Christians on this island."

Husband's Comfort

"Gracious! I have not enough hooks on my dress."
 "Never mind, dear, you will have lots of eyes."—Film Fun.

Be very careful what you speak of anyone, and to whom.

"How do you sell this Limberger?"
 I often wonder myself, ma'am.—Medley.

Sign at the First TeeOff—"Scotchmen, Please do not pick up lost balls until after they have stopped rolling."

The average husband is about as helpful with the housework as his wife is with the driving when she is in the back seat.

"When Noah sailed the ocean blue He had his troubles, same as you; For days and days he drove the ark Before he found a place to park."

Instructor—"What is the quickest way to produce sawdust?"
 Student—"Why—er—"
 Instructor—"Come! Come! Use your head, use your head."

Chester Pieratt, who hails from the land of blue grass and razor-backs, came to town one Saturday afternoon to insert an obituary notice in the weekly paper.
 "How much do you charge?" asked Pieratt.
 "Dollar an inch," was the editor's reply.
 "Gosh! He was six feet tall!"

His Lucky Night.

Rastus was sporting proudly a new shirt, when a friend asked: "How many yards does it take for a shirt like that?"
 Rastus replied: "I got three shirts like this out of one yard last night."—The Pathfinder.

The Explosion

Girl in a flivver
 Going like blazes,
 Ticked all over at the dust she raises.
 Lets go wheel
 To fumble in purse
 To take out her powder rag:
 Good night, Nurse!

The Exact Difference

"Father," said the conventional small boy, "what is the difference between a pedestrian and a jay-walker?"
 "A pedestrian," returned the conventional father, "is a person who walks when you are walking. A jay-walker is a person who walks when you are driving."

Lay Down!

Farmre: "An' ow be lawyer Barnes doin', doctor?"
 Doctor: "Poor fellow, he's lying at death's door."
 Farmer: "There's grit for 'ee, at death's door, and still lying."—Telephone Review.

Batter up!

"How would you like to sign up with me for a life game?" was the way a baseball fan proposed.
 "I'm agreeable," replied the girl; "where'e the diamond?"

A Good Investment

Here's another life insurance testimonial. A woman thanked an insurance company for prompt payment thus: "August 9th my husband took out a policy. In less than a month he was drowned. I consider insurance a good investment."

An Expert Mechanic

An applicant for employment in a large engineering works claimed to be an expert mechanic.
 "Where were you last employed?" the question was asked.
 "The Mass Motor Company for six years," he answered proudly.
 "And what did you do there all that time?" he asked.
 "Well," said the man, "I put on nut 467."—Exchange.

Banking Proposal

First Teller: "So you proposed to Nellie by letter, did you?"
 Second Teller: "Not exactly. You know she runs the S to Z book? Well, after the checks were sorted I wrote her a letter on the back of a check and slipped it into her stack. I proposed to her in it."
 First Teller: "Well, what did she do?"
 Second Teller: "She returned it marked 'Insufficient Funds.'"

Fatherly Advice

A lad away from home attending college, fell in love, and wrote his father for advice about getting married. Dad wrote:
 "If you can get a girl like your mother, by all means get married, for I know you will never regret it. Your mother is one of the best women that ever lived, and it will be hard to find another one like her.—Dad.
 "P. S.—Your mother has just left the room. Don't be an ass, son. Stay single.—Dad."—Exchange.

It's Aways Fair Weather

He (poet lover): "My fair one, you reign supreme in my heart. Without you all would be dark and dreary. When the clouds gather and the snow and hail beat upon me, then I think of you. Immediately the warm southern winds come—the storms break—and through the dying showers I see your love shining bright and clear. My rainbow.
 She (factory girl): "Hey, is this a proposal or a weather report?"—Provident Between Ourselves.

Christmas is Coming!

Do Your Christmas Shopping Early

Never before have we had an assortment of Watches and Diamonds etc., that will compare with our present stock--anything you may desire; reasonable terms.

We invite you to open an account with us.

V. A. CORRIGAN, CO., Inc.

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

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

Agents are located at the following points:

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

J. R. Dougher, Hill Street, Ocean Park, Western Div.—San Pedro

J. J. Hull, Northern and Southern Division

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 AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
September 28th, 1925

ASSETS

Loans and Discounts	\$34,984,739.08
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Treasury Notes	3,388,607.13
Other Bonds, Stocks and Securities	1,345,127.76
Bank Premises	488,307.48
Customers' Liability on Letters of Credit	492,201.08
Customers' Liability on Accounts of Acceptances	226,309.18
Redemption Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	123,145.11
Cash on Hand	\$2,734,505.73
Due from Federal Reserve Bank of S. F.	2,964,719.38
Due from Banks	5,669,373.88
	11,368,598.99

\$53,992,035.81

LIABILITIES

Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided profits	1,039,119.25
Reserved for Taxes	6,514.23
Reserved for Interest	104,727.80
Unearned Discount	49,829.25
Securities Borrowed	1,040,000.00
Letter of Credit	519,428.83
Acceptances Based on Imports	221,659.18
National Bank Notes Outstanding	1,500,000.00
DEPOSITS	46,010,757.27

\$53,992,035.81

I, G. H. Naegele, 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) G. H. NAEGELE, Cashier

Correct Attest: V. H. Rossetti, Louis Isaacs, Oscar Lawler.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, 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 AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES
President

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

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