



# THE PACIFIC ELECTRIC MAGAZINE



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No. 4



An Inspiring View from Inspiration Point, Mt. Lowe

## Have You Applied For Insurance?

**E**ACH month's death list among Pacific Electric employees shows conclusively the uncertainties of life and the folly of failure to prepare for the day when those near and dear to us are to be left behind.

The taking of the bread winner from the family fold is an inevitable tragedy that must be contemplated, but for the day to arrive without all provision possible having been made for life's requirements for those depending upon us makes our passing even more tragic.

Last year through the liberal provisions made by this Company for employees a total of \$67,840 insurance was paid to the families of those left behind, and for the current year it is likely that the total payment will approximate \$100,000. It is not difficult to visualize what these payments have meant to mothers and children deprived of the family head and monthly income.

Payments for both Group Insurance and Mortuary Fund are made by pay roll deduction monthly, and are so small and for such a worthy purpose as to hardly enter into consideration.

Inasmuch as the management bears a large portion of the expense of each policy written for employees, and is willing and glad to share such expense for every eligible employee, I feel that I can with due propriety urge upon all employees who have not already done so, to apply immediately for both Group Insurance and Mortuary Fund protection for their families.

*D. W. Pontius*

# Dispatching Coastwise Traffic at Port

Speed and Accuracy are Slogans Which Wilmington Forces Bring Into Play in Handling Immense Tonnage

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

TO THE average layman the two words "Coastwise traffic" mean little, but to the forces at Wilmington they symbolize speed, accuracy and extra effort on every part of the organization to meet the exacting demand imposed on them by both shipper and consignee.

There are at the present time nineteen vessels owned by four steamship companies operating on regular schedule in the coastwise service, consequently competition is rather keen and great rivalry exists between the water carriers to effect prompt delivery to their various patrons in the Southland. The Pacific Electric Railway, as receivers of this freight at Wilmington, are called upon to maintain a service that will adequately serve the steamship companies as a connecting carrier to effect a prompt and satisfactory delivery at destination.

Speed, therefore, is the predominating factor in the handling of this traffic and in consequence a huge mass of detail essential to the efficient handling must be taken care of by a force of trained men who must understand their work thoroughly so as to avoid any lost motion.

## Companies Operating

The Pacific Steamship Company, or Admiral Line, are pioneers in the coastwise service, having operated vessels in this service under the Company formerly known as the Pacific Steamship Company. At the present time this company have the following steamers in their service: Admirals "Farragut," "Dewey," "Fiske," "Schley," "Peary," "Ruth Alexander," "Emma Alexander," "Dorothy Alexander" and the mighty "H. F. Alexander," advertised as being the fastest and finest coastwise steamer in the world. This Company averages five vessels per week from the north.

The Los Angeles Steamship Company operate the super de luxe express steamers "Yale" and "Harvard," who proudly sport two gold chevrons on their stacks as evidence of their part in the World War. The government used them as troop carrying ships from England to France, their tremendous speed enabling them to dodge the submarines. This Company averages

four arrivals per week with their schedule.

The Nelson Steamship Company have in their service the S.S. "Jacox," "Cadopeak" and "Glymont" and have an arrival every Monday.

The McCormick Steamship Company operate the S.S. "Rose City," "Silverado," "Edna," "Brookings" and "Wallingford" and average two steamers per week.

Owing to the fact that the regular schedule must be maintained, it is

erate what is known as the Checking Bureau, which is jointly maintained by the Pacific Steamship Company and the Pacific Electric Railway. This Bureau consists of one Chief Check Clerk and eight Check Clerks. With them rests the entire responsibility of properly checking the freight.

The freight is checked from check books made in alphabetical order from the entire manifest. These check books are made up by the purser and freight clerks on the way from San

Francisco or Puget Sound ports, as the case may be.

Between the time it takes the steamer to discharge the passengers and baggage the check books are distributed and always in readiness to effect the transfer of cargo. At this particular dock the bulk of the newsprint used by the Southern California dailies is handled, as well as the large volume of flour, grain and feed which are trans-shipped from Montana and other Western States at Seattle.

The checking of freight at the Admiral Line dock is very systematic, due to a large extent to the fact that this Company does their own stevedoring and consequently men handling the same class of work daily know every move to make and greatly help to maintain the speed necessary to all concerned.

All carload freight is set up in the "house," as the interior of the dock is known, and the checker stands at the various piles taking the necessary exceptions as the freight is placed on trucks for loading in the cars. This feature of checking is most beneficial in securing the accurate exceptions on newsprint, as the checker can see the entire roll and at the same time take the number of the roll and the stencilled weight, which is necessary to the Transcontinental Freight Bureau, as most all newsprint moves under a weight agreement with them.

A merchandise, or L. C. L. freight, is not checked. It moves through an open port in the side of the ship on electrical conveyors and is loaded direct to car under direction of the steamship representatives and on completion the cars are sealed and ready to move. This freight is checked out at Los Angeles by the aid of check books mailed on arrival of the ship and the method of settling claims

## The Trains at Butte

By EUGENE H. TRACY  
Car Record Clerk, Butte Street

DO YOU hear the motors rumbling?  
Do you hear the Y. M. grumbling?  
Do you see the Car Clerks fumbling  
Stacks and piles of waybills there?  
Then you wonder the confusion  
And at last reach the conclusion,  
There's a reason for this furore  
This excitement great and rare.

The trains from Port and Western—  
Causing quite a great congestion—  
Wasting lots of electric power,  
Are awaiting at the tower.  
They must have a good clear "alley"  
For their freight from off the hillsides,  
For their freight from out the valley—  
Lumber, sugar, paper, flour.

Within the yard is lots of act'on  
All are worried to distraction—  
For an outbound train is ready,  
And all the waybills are not there!  
The messenger's bike is broken!  
Unkind words about him spoken,  
Then he comes with the rebillers.  
The train moves out and all is fair.

therefore necessary for vessels on clearing San Francisco, the last port of call on the way south, to wire the local steamship agent giving the actual consist of the steamer in order that he may be in a position to know exactly the kind of equipment necessary to work the ship on arrival.

The actual manifest of the cargo follows by special delivery U. S. mail and on receipt is revised and the routings placed on same, copy of which is sent the Pacific Electric Railway Pier "A" office for billing purposes. The bill clerk, on receipt of this manifest, picks out the carload freight and blocks out the local billing necessary to move the freight and keeps these in readiness to be called on later when the Car Runner presents loading list.

On the Admiral Line dock we op-

through shortage is based on this check and is governed to a large extent by our seal records.

At this time it might be well to mention the fact that we maintain two Seal Clerks for the exclusive use of both the Pacific Steamship Company and Los Angeles Steamship Company's dock, whose duty it is to properly seal these cars. It is needless to say that the responsibility of complete seal records have been firmly impressed on them, for should a merchandise car arrive at Los Angeles with an improper seal record and a shortage develop that could not be located on the dock, the Pacific Electric Railway would have to assume liability. With a clear seal record, the responsibility rests with the steamship company. The check books are kept in the Checking Bureau until the cargo exception reports are made and then they are sent to the Claim Agent of the Admiral Line for permanent record.

#### Car Runner

The Car Runner probably plays the most important part at this dock, as his duty consists of helping the steamship representative select his cars for the various commodities, and to a large extent, assist them to properly load the freight. He works with a switch crew in ordering any empty equipment for particular spot and placing his "pull order" when the loads are completed, as well as to properly tagging the cars. As soon as his line-up is completed for the day and the loads are ready to move, he brings up his loading list to the Bill Desk and checks his carload with the blocked out billing previously mentioned. The Bill Clerk inserts his waybill numbers in the block and the waybills are ready to move to the yard. On arrival at the yard these bills are entered on the train register form and as soon as necessary details, such as weighing and assigning of crews, are attended to, the train is ready to move to Los Angeles.

On the Los Angeles Steamship dock the freight is handled in a very similar manner with a few exceptions. They do not set up any freight, but run same direct from ship to car. The "Yale" and "Harvard" have no ship gear to unload their freight, and in consequence, the entire cargo is handled through the side ports on electrical conveyance. This conveyance differs slightly from the endless chain device, due to the fact that the two-wheel trucks are equipped with a cleat which catches on the conveyor and brings not only the truck and contents but the trucker as well on the incline into the house.

At the top of the incline the trucker is met by a director, who examines the freight and directs the trucker to the car designated to take care of the number mark. The trucker must pass through one of three doors, at the entrance to which is stationed a Mark Caller and Check Clerk representing the Pacific Electric Railway, as well as one to look after the steamship interests. This Mark Caller calls the

### Tragic End Overtakes a Fellow Worker

**A** FEELING of great sadness was caused throughout the entire company personnel late last month on account of the tragic death of Fred Spoon, Mechanical Department employee at Torrance, who met with fatal accident on Sunday, August 23, while on a fishing trip in the San Bernardino Mountains. His body was recovered by a searching party of his co-workers from a stream in Deep Creek about twelve miles from the Pacific Electric Camp, where he was spending a vacation.

Fred was most highly esteemed by all his associates, and because of the manner in which he passed and the widespread and tireless search made for him through every agency at the command of both the Pacific Electric Club and Company, he became known to all of us.

His associates all speak of him with esteem; he was a clean, manly, stalwart young fellow, just entering man's estate, and his future was a promising one.

Our most sincere sympathy is expressed for the father, sister and aunt who survive him.

mark and class of freight and the Checkers, with the aid of the alphabetical check books, turn to the mark in question and check the freight, as well as taking the necessary exceptions. Owing to the fact that we do not maintain a joint check on this dock, the check books are retained in the Pier A office as a permanent record and play a most important part in the adjustment of claims.

The handling of coastwise traffic with both the Nelson and McCormick Steamship Companies' docks are very similar to methods employed at the other sheds mentioned above.

#### Real Service

The schedules in this service are so arranged that the majority of vessels dock at Wilmington in the morning and in order to have the freight in Los Angeles ready for 8 o'clock delivery the following morning the reader can readily see the necessity of the extra burst of speed necessary in order to avoid confusion that the men handling this traffic must be alert and accurate workers.

The Pacific Electric Railway deserves special mention in maintaining a service equal to the demands and equal credit should be given the water carriers for the splendid co-operation shown in making this service possible, as it is the ultimate goal of both to serve the public in a manner that will reflect the highest credit to the interested carriers.

### JOINT S.P.-P.E. EMPLOYEES' MEETING TO GET BUSINESS

Nearly 100 employees of the Pacific Electric and Southern Pacific companies were present at a meeting held in the Trainmen's Room, San Bernardino, on Tuesday, August 11, for the purpose of encouraging co-operation among the employees of both roads, to stimulate traffic, and to further a "tip" campaign to procure freight and passenger business.

The principal speakers were G. E. Gaylord, Superintendent S. P. Company; F. E. Scott, General Freight Agent; F. E. Watson, General Passenger Agent; J. R. Downs, Division Freight and Passenger Agent; J. S. Sands, Traveling Passenger Agent, and F. E. Peachey, Assistant Superintendent of the Pacific Electric Railway, all of whom pointed out the opportunities and necessity for procuring new business.

The meeting was attended by agents of the Southern Pacific from Pomona to Banning, and by Pacific Electric representatives of all departments from Claremont to Redlands, and shortly thereafter several "tips" were received which netted some well worthwhile business.

Similar meetings are to be held at other points on the system at an early date.

As indicating the possibilities of employees in solicitation matters, immediately following this meeting Conductor Geo. W. Woodbury, Northern Division, Eastern District, applied to the S. P. Agent at Pomona for an itinerary for a lady whom he knew was about to make a trip east. The prospective passenger was interviewed, with the result that the business was secured via the Golden State Limited and return by way of Ogden.

F. E. Watson, General Passenger Agent for the Southern Pacific, upon learning of the incident wrote Mr. Annable "that the action in this instance represents a spirit of co-operation and loyalty to our joint organization that cannot be excelled."

### MEXICAN WORKERS EXPRESS PICNIC APPRECIATION

Daniel Sanchez, 7th Street Warehouse, writes the Magazine to express his appreciation for consideration shown in making the last picnic a more enjoyable one for Mexican employees of the Company. Also, he states that many of them expressed themselves as having an unusually good time at this year's gathering, and requested that the word be passed to the management.

Mr. Sanchez was Chairman of a committee whose duty it was to see that these employees were directed and urged to participate in such amusements as took their fancy, and like many other committees, this one performed unusually well in bringing about the end desired.

No! No! She wasn't a stenographer but she used the touch system just the same.

# CONSIDER THE TRAFFIC OFFICER!



No small part of the success of handling immense traffic volumes on the streets of Los Angeles may be attributed to the efficiency of the city's able traffic officers. The pictures presented show Officers C. F. Jetton (left), J. Annas (right), and G. R. Mitchell, below, "doing their stuff."

## COUNTY FAIR EXHIBITS

Three County Fairs, each promising to exceed in volume, beauty and diversity exhibitions of previous years, are scheduled for the latter part of this month.

The Los Angeles and Orange County Fairs, to be held at Pomona and Santa Ana respectively, are to reign from Sept. 22nd to 26th inclusive, while the Southern California Fair will exhibit in Riverside from Sept. 29th to Oct. 3rd inclusive.

Each of the three fair managements promise an "old fashioned fair," with plentiful exhibits of horticultural, agricultural, livestock, poultry, mechanical and art goods. Whatever the visitor's fancy he will find the cream of Southern California's endless variety of products and goods arrayed in gala fashion.

The horse show, to be featured nightly at the L. A. County Fair, will probably again be the premier attraction, although the fast harness and running races on the fast half mile track each afternoon is expected to be a feature that will swell afternoon attendances. Last year more than 100,000 persons passed through the turnstiles at the Pomona annual exposition.

Teacher—"What do monkeys have that no other animal has?"  
Jimmie—"Little monkeys."

**D**O WE appreciate the great work being done by the Traffic Officers of the Police Department stationed at the busy intersections throughout Los Angeles?

Do we ever consider what a tiring, nerve-racking job they have, endeavoring to control the movements of tens of thousands of pedestrians, automobiles and street cars that daily pass their stations?

Are we inclined to get fussy when we are held up for a few seconds waiting for the traffic direction change and unmindful of the fact that the pause we have made, not only means greater safety for us, but in a given distance of a few blocks, really means much time saved?

A recent check of traffic in the metropolitan district showed that in 13 hours 333,913 vehicles passed through, of which 20,641 were street cars carrying 741,124 passengers; 261,974 were automobiles carrying 393,322 persons, and 51,298 were commercial vehicles with 74,252 people aboard—a total of 1,208,698 people.

Now add to this the vast army of pedestrians and you begin to get an idea of what enormous problem these traffic officers must solve each day.

Suppose you were out in the great human stream that flows past the traffic officer each day. Would you have a sweet disposition after eight hours of it? Yet one rarely sees an officer with a "grouch;" more often a smile

## NEW INDUSTRY AT COLTON

The Pan American Oil Company, following the recent completion of its pretentious distributing plant in Colton last month and installation of this Company's spur track into the property, is another new industry located on P. E. lines destined to help freight revenues.

The plant just completed will serve the San Bernardino, Riverside and Redlands district and is located at Colton and F Streets on the Riverside-Redlands line.

graces their face. They hold their poise in the face of conditions that would make most of us tear our hair in rage.

All of us owe much to these officers of the law, and this railway and its 6500 employees extend to them our very great appreciation, with the assurance that we want most sincerely to co-operate with them in every way.

Without them, conditions on our streets would be chaotic; with them safety of life and limb is almost assured and traffic moves with a minimum of delay and speed hardly equalled in any other metropolitan city of the United States.

All honor to the gentlemanly, efficient workers of the Los Angeles Traffic Department!

Man, in speeding car, to driver—  
Say, this is a pretty town, wasn't it?—

# Annual Redondo Beach Picnic a Gala Event

Immense Throng Enjoys Yearly Gathering at Beach City Where all Joined in Fine Programme of Sports and Amusements

NOT within the memory of the oldest of old-timers in the Pacific Electric ranks was a more pleasant or successful Picnic and Reunion ever held than the one staged last month at Redondo Beach on August 22nd. The attendance was as large as any in our history, which means that more than 15,000 persons gathered at the popular beach resort to participate in the day's pleasure offerings. As has been our good fortune for many years, the weather was again ideal, neither heat, wind, fog or other elements detracting from the glories of the day.

A wide variance of games, sports and amusements were on tap, every detail of arrangement for which were anticipated and cared for as though the routine were a daily occurrence. Every member of the committee in charge, from President Vickrey down, worked like Trojans and each carried his or her task through to a successful and happy conclusion. Never was there a moment when something entertaining was not going on.

The happy faces of children and their eager participation in the various sports and amusements were everywhere in evidence. The pleasure of the youngsters receives each year the bulk of attention at the hands of Committee and the enthusiasm with which they entered into the various games and provisions made for them bespoke of their appreciation.

## Much Extra Service

As early as 9 a.m. familiar faces began to appear on the horizon and shortly thereafter three-car trains began to arrive with a frequency which showed that ample service had been provided. Extra service from the farthest located points on the system was provided and additional cars were added to all Redondo Beach bound trains. The Information Bureau was close at hand and here a corps of well-informed workers were diligent in their efforts to direct and give out identification badges entitling all to the free privileges of the day.

El Paseo was again the scene of athletic games and contests, some 7000 persons witnessing the twenty-two events staged during the afternoon. Each contest found plenty of participants and there is little doubt but that the afternoon contests are the feature of these annual outings, judging by the attendance and enthusiasm. Every event was conducted in a sportsmanlike manner and winners were again awarded cash prizes, which aggregated \$350.00.

Dancing afternoon and evening attracted banner crowds and the prize waltz was participated in by an unusually large number of couples. The honors were won by Mr. and Mrs. Louis Fink, Mr. Fink being employed

## Volume of Free Items Show Picnic Crowd

A GOOD idea of the crowd attending our Annual Picnic and Reunion at Redondo Beach last month may be gained from the list below of free items dispensed to those in attendance:

5200 cakes of ice cream.  
12,000 cups of coffee.  
12,000 glasses lemonade.  
3665 bathhouse tickets.  
8500 dance tickets.  
2880 balloons.  
3000 whistles.

at the Seventh Street Freight Terminal. The decision of the judges was well received, the winners proving very adept and artistic in their conception of the grand old dance. A substantial cash prize and two elaborate loving cups, donated by Vice-President and General Manager Pontius, were presented to them.

Early in the day Mr. Pontius delivered a sparkling address of welcome to a large assembly in the Music Plaza. He also dwelt upon the P. E. Camp, an activity in which he is keenly interested. Other pointed addresses were delivered by Messrs. Karr, Smith and Bishop.

Space will not permit of our dwelling at greater length on the pleasures of the day, but the variance of the program offered provided for each visitor some form of amusement to his or her liking. Boxing, wrestling, bathing, hotly contested baseball game and tugs-of-war, fishing, shooting, vaudeville, band concerts, all affording thrills, are among the events staged that can only receive passing mention. But the day was a most happy one and everyone cast aside dull cares and workaday problems, renewed old friendships and made new ones, came home tired, but happy for the opportunity of again mingling with associates in an event that has become the most popular of all our yearly activities.

## Event Winners

Event No. 1, Preliminary Tug-of-War: Mechanical Department vs. Transportation Department. Won by Mechanical Department.

No. 2, 75-yd. race, boys 8 to 12 yrs. First, Chas. Greenberg; 2nd, Jack McGinnis; 3rd, Wm. Hill.

No. 3, 75-yd. race, boys 12 to 16 yrs. First, Liston Hill; 2nd, Irwin Foltz; 3rd, Geo. Short.

No. 4, Dressing race, boys. First,

Stewart Boles; 2nd, Jack Smith; 3rd, Harold Owen.

No. 5, 75-yd. race, girls 8 to 12 yrs. First, Edna Bernhardt; 2nd, Alta Wilson; 3rd, Theresa Rowe.

No. 6, 75-yd. race, girls 12 to 16 yrs. First, Verna Flynn; 2nd, Helen Kennedy; 3rd, Maxine Ward.

No. 7, 75-yd. race, ladies over 16 yrs. First, Connie Anderson; 2nd, Mary Wilson; 3rd, Frances Kresg.

No. 8, 75-yd. race in teams of two each, lady and man. First, Walter Bayliss and Glennie Briggs; 2nd, Ruedell Scrivens and Elsie Briggs.

No. 9, 400-yd. race, men. First, R. B. Rachford, F. S. Drunert, Don Houston, Leland F. Smithson; 2nd, T. M. Lloy, J. E. Bush, Ben Stein, A. L. Norris.

No. 10, three-legged race, men. First, H. R. Greenke, G. E. Jorden; 2nd, G. H. Bradley, I. R. Schambers.

No. 11, Sack race, men, 75 yds. First, C. E. Shulkey; 2nd, Geo. H. Bradley.

No. 12, Sack race, boys, 75 yds. First, Billy Wilson; 2nd, Irwin Foltz.

No. 13, 25-yd. potato race, ladies. First, Mary Wilson; 2nd, Belle Dodge; 3rd, Glenney Briggs.

No. 14, 25-yd. potato race, boys. First, Sam Rangola; 2nd, Harold Heard; 3rd, Stewart Boles.

No. 15 Novelty race, special. First, Jack McFaden; 2nd, L. H. Cove'll.

No. 16, Free-for-all race, men. First, Harold C. Rensh; 2nd, F. L. Drunert.

No. 17, 50-yd. walking race, band. All prizes to band.

No. 18, Egg and Spoon race, ladies. First, Anna Pluss; 2nd, Mary Wilson; 3rd, Belle Dodge.

No. 19, Gold Mine Scramble, boys. First, try and find 'em.

No. 20, Gold Mine Scramble, girls. First, try and find 'em.

No. 21, largest family attending; Mr. and Mrs. Burnhart and eight children, Gardena.

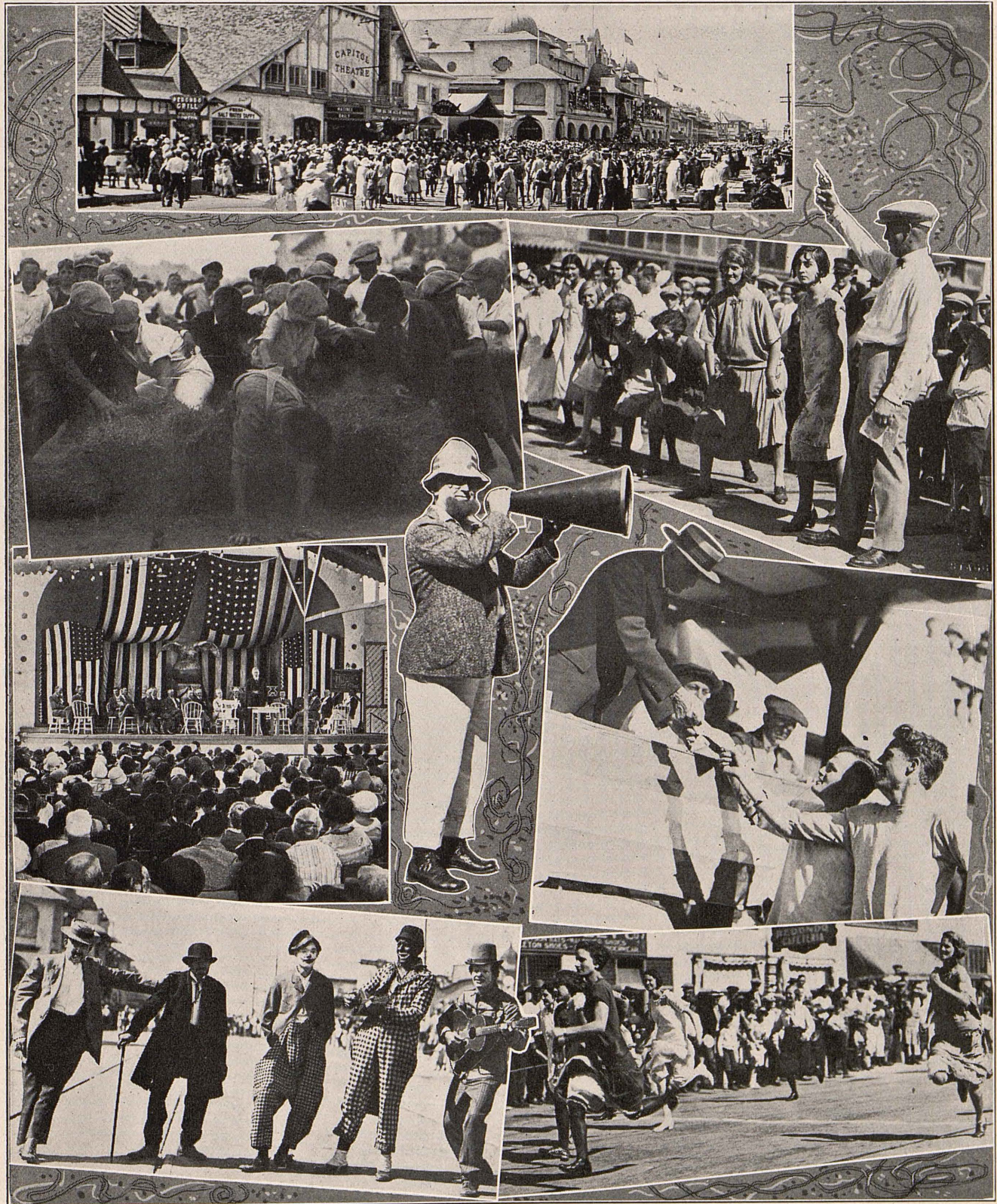
No. 22, Tug-of-War, final event; Mechanical Department vs. Engineering Department. Mechanical Department winners. Team composed of the following: M. R. Tyler, Capt.; J. W. Knight, Anchorman; F. E. Choens, P. E. Haddox, H. Bell, R. Wyatt and C. C. Rice. Winners were awarded cash prize, a perpetual cup offered by the Company and silver cup donated by Howard Blanchard, Watch Inspector, Ocean Park.

## At the Gunmen's Club

First Stick-Up: "Bill, I gotta confession to make. That last job we did, when we bumped that bank messenger off, I cheated you on the split. Here's the fifty bucks I done you out of."

Second Stick-Up: "That's right, kid. Allus be on the level. Money you get that way never does you no good. —Toronto Goblin.

# THE 'GANG' WAS ALL THERE



The above are just a few of the action pictures recorded by the camera on Picnic day last month. Some 15,000 persons participated in the various games and amusements offered.

## Diet In Its Relation To Dentistry

BY DR. SAMUEL KAUFMAN,  
DENTIST, MEDICAL DEPT.

DIET, a muchly discussed subject, both by people who are ill or those interested in reducing or gaining weight, will be the subject of short remarks, knowing that of late you have heard much and read more on this topic.

A great deal that has been written on diet is based upon good solid reasoning and research, backed by facts and demonstrations, yet much, of course, as you would suspect, is without proper foundation. Rather than take random advice on dieting, a reputable physician should be sought before subjecting the system to some ill-advised practice.

Diet is a very important factor in the lives, so to speak, of our teeth, and its importance cannot be stressed too greatly. Dr. Hartzell of the University of Minnesota Dental College, through years of research and unceasing thought and labor, has corroborated many of the ideas and thoughts that the profession had of the relation of diet to teeth and oral tissues.

The mother-to-be by eating the properly balance of diet, being sure to take a proper and sufficient quantity of foods containing lime salts, as well as calcium salts, will be sure to endow the offspring with a healthy set of teeth, strong, very resistant and sure to be a source of great satisfaction to the child in later years. A growing child, particularly until the age of 15 years is reached, should receive special attention and care, for the permanent teeth are being formed in the jaws and need the same salts. The question of proper diet, therefore, enters our lives even before our birth and follows our entire existence.

We find that adults, following out reasonable rules of diet, have less dental troubles, both decay and pyorrhea being less likely to occur. I do not mean to imply that because a person who eats a well balanced diet will not have these troubles, for diet is only a part in the maintenance of health; hygiene and other factors are of equal importance, if not greater.

Many diseases, however, of which dental decay is one, may now be traced directly to an insufficient amount of calcium. Particularly is this true of children, of infants and of mothers when teeth and bones are in the formative period. With insufficient calcium and phosphorus, sound teeth and rigid bone tissue is impossible.

The following by Kellogg shows foods which are especially rich in calcium: Turnip top greens, dried figs, water cress, dried beans, milk, butter-milk, cream, dried peas, oatmeal, rutabagas, dates, celery, turnips, green beans, carrots, parsnips, blackberries, raspberries, cabbage, spinach, prunes,

## Steam Roads are Century Old Industry Celebrates on Occasion of Hundred Year Birthday Since First Commercial Use

THE year 1925 marks the centenary of the first steam railroad dedicated to public service.

On September 27, 1825, the Stockton and Darlington Railway, a 38-mile line between Stockton and Darlington, England, was placed in operation for conveying passengers, coal and "goods." The equipment consisted of a single locomotive, the "Locomotion 'I,'" built by George Stephenson, one passenger coach and 34 coal cars, or wagons, as they are termed in England. The engine was preceded by a rider on horesback, carrying a red flag.

The locomotive weighed about seven tons, operated at a speed of eight miles per hour, and resembled a giant grasshopper with its complicated arrangement of connecting rods and valves. The track consisted of 15-foot wrought iron rails attached to stone "sleepers" embedded in the earth.

The first iron railway bridge in the world was constructed on the Stockton and Darlington, consisting essentially of three spans, each 12 feet, 6 inches in length.

It is of especial interest to know that the track gauge adopted for the Stockton and Darlington was 4 feet, 8½ inches, which has since become the predominant gauge of the railways of the world.

Previous to 1825 there were a number of so-called railways constructed in various parts of the United States and England, but all were utilized in the service of industries. Several lines in England serving colliers had experimented with the use of steam locomotives with fairly satisfactory results, but no application of steam locomotion was made for general public service.

After the comparatively practical success of the Stockton and Darlington, an area of steam railroad construction started in England and quickly spread to all parts of the world.

George Stephenson, builder of the Locomotion I, and popularly reputed to be the inventor of the first locomotive, was engineer in charge of construction of the Stockton and Darlington. While Stephenson did construct the first locomotive with flanged wheels running on rails, it was Richard Trevithick who actually invented and patented the first really practical self-contained locomotive. This was

strawberries, lettuce, blueberries, oranges and raisins.

It will readily be seen that unless the diet contains a considerable quantity of one or more of these, it will be quite impossible to maintain a calcium equilibrium.

The teeth being completed members of our anatomy when finally erupted are as a house or building, its foundation being of utmost importance.

in 1802, and he contemplated using the locomotive on rails, as well as roads. Subsequently a number of others became interested in locomotive construction and considerable development took place.

The earlier locomotives were more or less similar in their operation, being driven through spur gearing on their axles by a driving shaft from the cylinders and their connecting rods.

To George Stephenson goes the credit of first applying steam power in the cylinders, from the pistons, piston-rods, heads and connecting rods direct to crank pins, in the wheels, thereby establishing an operating practice which has continued throughout a century to the present day.

The first locomotive operated in the United States was imported from England and placed in operation by the Delaware and Hudson in 1829. To Charlestown and Hamburg Railroad, afterwards called the South Carolina Railroad, goes the honor and fame as the first railroad to operate a locomotive of American manufacture. It was the first railroad to establish a regular passenger service. The road was placed in operation in November, 1830.

### RAILROAD TAXES SKYROCKET TO NEW HIGH RECORD

Railway tax statistics recently compiled by the Railway Age from Interstate Commerce Commission figures show that Railway taxes for a late month made a new high record. Taxes for the month totaled \$33,586,622.

In the first nine months of 1916, before any general advance in railway rates had been made, railway taxes averaged \$425,271 a day. In the first nine months of 1924 they were \$929,262 a day or an increase over 1916 of almost \$504,000 a day.

Increased efficiency and economy in railway operation have caused reductions in expenses which have resulted in large reductions of rates, but while railway operating expenses have been reduced almost 25 per cent in the last four years, railway taxes have increased over 35 per cent.

Conductor—Is that child seven years old, madam?

Lady—Oh, no. He's only six.

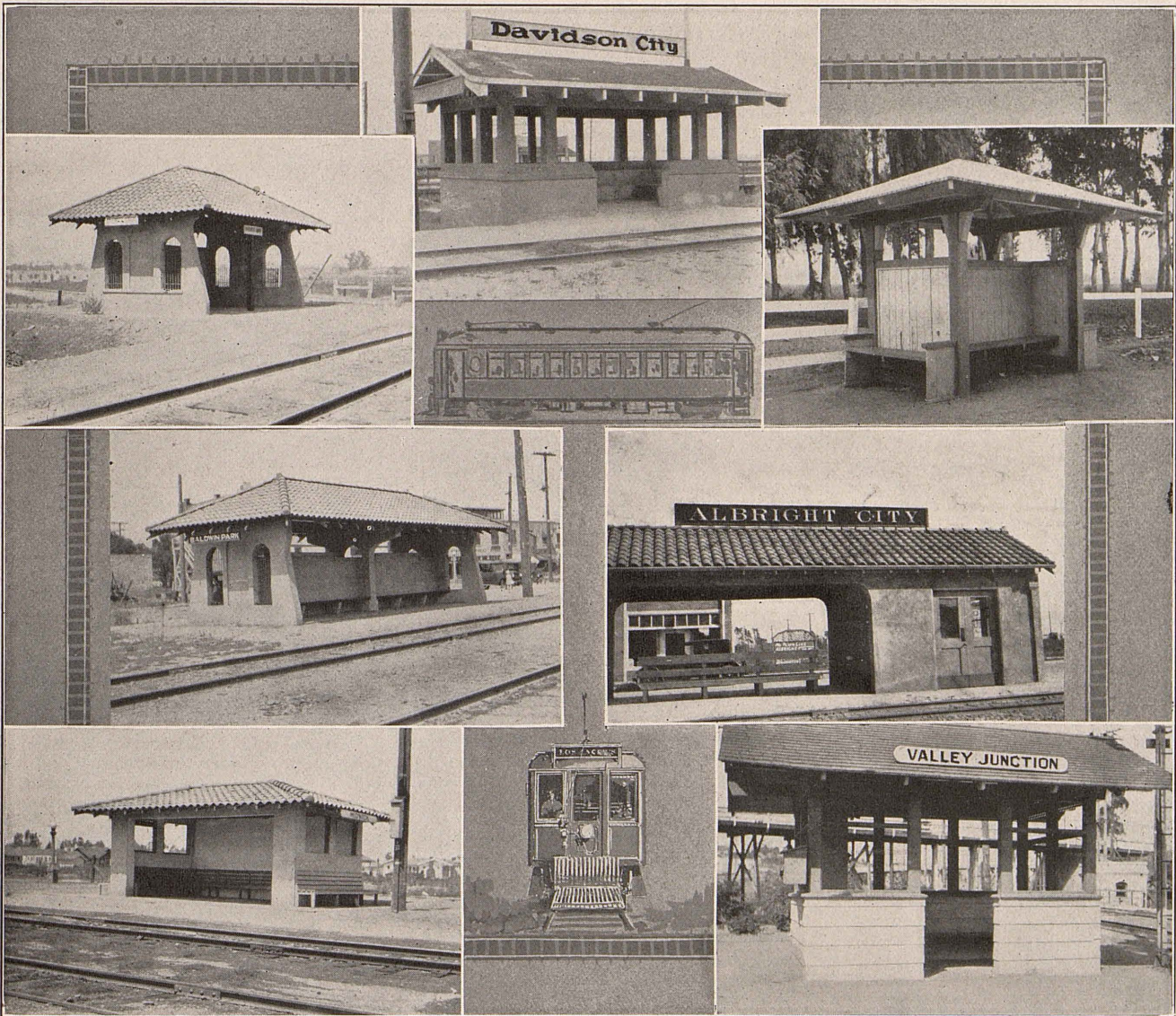
Conductor—Then you must pay his fare. Only children under five ride gratis.—The High Line.

At three o'clock in the morning a rather weary specimen of humanity reaches a phone and calls the garage for assistance. "Hello, is this the garage? I just turned turtle."

Mechanic (sleepy and disgusted): "What you want is the Zoo, not a garage."—Hamilton Royal Gaboon.



# SPLENDID SHELTER STATIONS ON P. E. LINES



Accompanying illustrations above are typical shelter station structures to be found on Pacific Electric system. Some two hundred grace the sidelines of our traffic arteries.

**T**HE comfort of our "Comfort, Speed and Safety" maxim involves the erection and care of numerous waiting shelters throughout our big system of 1100 miles. Approximately two hundred such stations, varying widely in types and design, but all affording a comfortable seat and shelter from the elements, are to be found on Pacific Electric lines.

These waiting shelters will be seen at all important junction or transfer points on the system, the initial cost of which, of course, is borne by the company.

In districts where development is promising and where a reasonable amount of patronage is forthcoming, the company shares equally in the expense of providing a shelter when request is made from the district.

By **C. A. ELLIOTT,**  
Cost Engineer

Realty subdividers, desirous of having a station while the district is undergoing development, are required to stand the full expense of erecting such station on our property.

In every instance these waiting shelters are maintained for all time by the Company, regardless of who bore the original construction cost. Keeping them in a proper condition is quite an expense annually and involves a very broad program of work.

The elements are severe on these structures when located adjacent or near to the ocean. Likewise, there is the expense of keeping them clean of rubbish and waste paper, abating nuisances, periodical painting maintenance of electric lights, upkeep of

signs, landings, walkways and frequently the care of shrubbery and flowers.

The popular type of waiting shelter used is the Company Type E-1 (Valley Jct.) and Type E-11. Particular reference is made to the Type E-1 as being an entirely frame construction and in nearly every instance window glass is omitted, as it is practically impossible to keep them in place, considering large maintenance expense, due to the irresistible urge of the small boy to find the window glass a convenient target for maintaining the standard of his marksmanship.

In most cases where the community shares half the expense the Company's bridge and building forces erect them. Several standard type of structures, ranging in price from \$200 to \$600, are submitted and selection

made by the community's committee in charge of the matter.

#### Pretentious Shelters

Due to the progressiveness of the Southern California realty subdivider numerous pretentious shelter stations are seen on Pacific Electric lines. Usually the promoting realty company desires a more elaborate shelter than patronage from the district warrants during early development stages, hence the policy of the Company refraining from participating in the expense of erection. Also, these developers generally desire the design of the shelter station to harmonize with the type of structures being erected in their particular locality. The frequency with which these elaborate structures are seen on our lines indicate that subdividers are not adverse to shouldering the expense and, of course, the atmosphere created by pleasing shelter architecture is conducive to their best interests. In some instances, the Company forces erect these stations, but more often the realty firm has it done by contract.

A popular type of structure consists of the major section of the building being of concrete (some with rough finish) and tile roof. This type is very attractive when architectural features favor the open type of structure, so popular and adaptable to the year 'round mild Southern California climate. Seating design is not always confined to the interior of the structure, some types arranging for outside seats as well.

It is the general practice of the architectural force of the realty companies to prepare the plans for the type of waiting shelter, such plans being approved by the Company before permission is granted to proceed with the construction. The Company's engineers supervise the erection of the facility by the realty company's contractor to see that all good construction features are carried out and that standard clearance rules of the State Railroad Commission are observed.

In other instances there are small towns and communities where civic pride holds forth extensively, in which instance it is the policy to permit these communities to provide shelter stations at their sole expense, whereby they proceed under the same plan as fixed for real estate subdividers.

A commendable case of this nature is referred to in the attractive and commodious structure erected by the Baldwin Park Chamber of Commerce at that point on the Covina-San Bernardino Line. Another instance of a community shelter is the one erected on the Venice Short Line at Mar Vista (Boise St.) Photo shows type of station erected.

A Scotchman woke up one morning to find his wife had passed away. He leaped from his bed and ran horror-stricken into the hall.

"Mary," he called downstairs to the cook, "Boil only one egg for breakfast this morning!"—Trolley News.

### Last Month to Enjoy Vacation at Camp

**S**EPTEMBER, the last month of operation of the P. E. Camp, promises to be an unusual one from an attendance standpoint. Reservations made early this month indicated a much heavier patronage than for the same month last year.

In addition to the many reservations made for vacation stays, every quarter was occupied over Labor Day, due to the week-end pilgrimage of Engineering Department employees. On September 12 and 13 Transportation Department forces are to visit the Camp en masse, which will also tax the Camp to its capacity. Those now contemplating week-end visits later in the month should immediately consult with Mr. Vickrey.

The month of September is always a beautiful one in the San Bernardino mountains, many persons preferring it to any other month in the year, so none should hesitate on account of the lateness of the season.

### FREIGHT RATES ONLY SMALL PART OF COMMODITY COST

"The phenomenal prosperity of the United States today is the direct result of the most efficient transportation facilities in the world—railroads," writes C. B. Fletcher in recent issue of Railway Review.

"Railroad transportation is worth ten times what it costs today to every person in this nation. The railroads haul your meat 500 miles for 36 cents a hundred pounds, you pay from 20 cents for cheap cuts to 60 cents for special cuts of meat or from 60 to 180 times the cost of transportation.

"The railroads haul flour 400 miles for 13½ cents a hundred, 7 pounds for one cent. You pay 10 cents a pound for bread or 70 times the cost of transportation.

"You pay one dollar for a meal at a first class hotel on which the freight charges were less than 2 cents, including everything served, and the coal to cook it, and then tip the waiter 10 cents or five times what the railroad received for hauling it 400 miles or more.

"The same man who tips the waiter 10 cents will go out and make a speech and complain of high freight rates which are not one-fifth of the amount of his tip."

Two elderly men, both deaf, met on a country road. One had a fishing-pole in his wagon.

"Goin' fishin'?" shouted the first.

"No," the other yelled back, "I'm goin' fishin'."

"Oh, I thought mebbe you was goin' fishin'," the first called back.—Cap-  
per's Weekly.

### AN ANSWER TO WHAT FUTURE HOLDS FOR STREET CAR

Surveys recently completed in many cities show that while street cars occupy but a small proportion of the space in the streets, they carry the great majority of the people.

A report to the city council of Chicago states that nearly 75 per cent of the passenger traffic in the central business district is carried by surface cars, which are only 10 per cent of the total number of vehicles using the streets.

Checks made in Atlanta show that 75.8 per cent of the people are carried by the street cars, which form but 8.90 per cent of the vehicles or traffic in the streets.

A check made in Baltimore showed that during the rush hour, between 5 and 6 o'clock in the evening, 989 street cars took home a total of 53,874 passengers, while 5001 automobiles left the business center carrying 9754 people, including drivers; in other words, five times as many automobiles as street cars carried less than one-fifth as many people. From 6 a.m. until midnight, 95,254 automobiles entered and left the business district, averaging less than two passengers to a car. During the same hours, 20,150 street cars carried 509,722 passengers.

A two-hour traffic count made recently at one of the busiest corners in New Jersey—Broad and Market streets, Newark—showed approximately 3500 pleasure automobiles went by carrying approximately 6000 people, or an average of less than two to a car; 826 buses carrying 16,986 people, or an average of about 20 to a bus. Six hundred and seventy street cars carried almost 21,000 passengers, or an average of 31 to a car. A count was also made of trucks, wagons and motorcycles. The final result showed approximately 44,000 passengers and something more than four out of every five were riding street cars and buses, the street car leading by a wide margin.

This shows very clearly that street cars are making the most efficient use of the street. They carry more passengers with less cars than any of the other, and could have absorbed the entire traffic with but a comparatively small addition to their number.

### N. J. ROBERTS IN ARIZONA

N. J. Roberts, whom many of the older employees remember through his long connection with the Accounting Department, will be glad to know of his success and well-being since leaving the employ of the Company several years ago.

Information reaching us is to the effect that he is now Purchasing Agent of the Apache Powder Company, a large concern in Arizona. When Benson was incorporated several months ago as a municipality, Mr. Roberts was elected the first Mayor of the city. His friends, who are numerous in the organization, are happy to know of his having received the title of "hizhonor" and his success since leaving the ranks.

## NEW TERMINAL STILL PROGRESSES RAPIDLY



Structural steel workers are maintaining the same dizzy pace that has characterized the progress of other crews on terminal and tunnel project. Vice-President Pontius and Chief Engineer Johnson are seen on a tour of inspection.

### TRIO LAND IN COUNTY JAIL FOR LOOTING BOX CARS

Looting freight cars was found to be a rather unhealthy pastime to ex-Switchmen F. A. Perkins, W. E. Perkins, also previously employed by the Company, and A. S. Pryor, all of whom were convicted and sentenced for their participation in robbery of loaded cars.

The charge on which the trio were convicted occurred with their arrest on the night of May 16, when they were caught stealing three sacks of sugar from a box car in the Butte Street yards.

Denying their pleas for probation, they were sentenced to the County Jail on a charge of "receiving stolen property" last month by Judge Hollzer. For the next six months F. A. Perkins will receive his mail care of the County Jail; W. E. Perkins for three months and A. S. Pryor for thirty days.

WITH some 1600 tons of structural steel in place on the site of the Hill Street subway terminal building early this month, the large working forces have now arrived at the point where the general layout of the station proper can be visualized. About 400 tons more of fabricated steel under structure remain to be placed, and the next ten days will see it installed.

Six thousand tons of structural steel are to be placed in the entire building, an amount far exceeding any building ever erected in the city. As indicating the weight and volume of steel being placed, engineers have stated that the sub-structure alone contains more steel than was placed in the entire Biltmore Hotel.

All reinforced concrete footings in connection with the entire project have been completed and a large force is engaged in pouring concrete to care for structural steel work being placed in the Olive street connecting structure.

Track laying got under way on August 31 and ninety-pound A.R.A. rail is being used. The double track

branch-off at Second and Lucas streets has been completed, but cannot be extended into the tunnel proper until working forces complete a grading job at this location. Where Lucas street intersects First street and Glendale boulevard a steam shovel is excavating a side slope, the removal of which will affect the alignment of Lucas street, eliminate a grade crossing and make it unnecessary for vehicles on Lucas street to cross the tracks at this point.

The Block Signal crew is now going full force in installing signal line circuits in the tunnel, which work is preparatory to final installation of various block signal units for the entire project, including both the tunnel and subway terminal.

### BUST DONATED TO CLUB

Conductor F. J. Oriva of the Southern Division presented to the Club Library a very fine bust of Longfellow. This is the first piece of statuary to be given to the Pacific Electric Club and is highly appreciated by the members.

# THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 10; No. 4 Sept. 10, 1925

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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.

OVER Mr. Pontius's signature  
elsewhere in the Magazine ap-  
pears an appeal for those employees  
who have not already taken advantage  
of the insurance provisions offered by  
the Company, to do so forthwith.

Inasmuch as the Company pays at  
least one-third of the cost of every  
Group Insurance policy written for  
Pacific Electric employees and more  
applications for such insurance would  
mean an even greater outlay for the  
protection of our families, the thought  
arises that truly has the management  
a most commendable and humane in-  
terest in its workers and the welfare  
of those dear to us.

Through many other channels the  
Company has given employees to un-  
derstand that our happiness and well-  
being is a matter in which it is vitally  
concerned but in this instance the  
evidence of such concern is convinc-  
ing. Already spending many thou-  
sands of dollars annually to minimize  
the expense of this insurance to us,  
an appeal is made for others to take  
advantage of the plan offered.

Could anything be more convincing?

IT IS difficult, if indeed not well  
nigh impossible, to define the rule  
of courtesy. Most phases of railway  
operation, being somewhat of a fixed  
science, can be drawn up in printed  
form, but not so with the element of  
courtesy. This is one feature upon  
which the Company must largely de-  
pend on employees to dispense prop-  
erly.

A good synonym for the word cour-  
tesy is "decency." It is not only cour-  
tesy, but decency as well, which  
prompts us to do the little things  
which go a long way toward the com-  
fort and pleasure of others. It is not  
only courtesy, but decency, too, which  
inspires the alert Trainman to aid a  
mother with a babe in her arms. Aid

## Sure, Corporations Have Souls, Mr. Editor!

THE officials of the Pacific  
Electric Railway know the  
healing powers of the moun-  
tains. And so they have estab-  
lished for the Company's em-  
ployees a mountain retreat on  
Lake Arrowhead. Someone has  
sent us a magazine containing  
a description of that lofty play-  
gorund, where its workers may  
leave the city behind and seek  
rest on a mountain top; to lis-  
ten to the sighing of the wind  
in the pines, hear the pleasant  
chatter of a stream and, at night,  
to gaze on the beauty and the  
mystery of the stars.

The fact that this delightful  
vacation camp exists is but fur-  
ther proof of the fact that the  
man who wrote about corpora-  
tions being soulless was guilty  
of injustice. All the great pub-  
lic service corporations of which  
we have any knowledge treat  
their employees well, with the  
result that they have built up  
armies of loyal men and women,  
many of whom are stockholders  
in the concern for which they  
labor.—Monterey Park News.

given a passenger in opening a win-  
dow, a lift to a passenger with grips,  
a helping hand to the aged and infirm,  
a soft, polite and full answer to any  
question asked—all come within the  
scope of both courtesy and decency.

Hence, we say, courtesy and com-  
mon decency go hand in hand.

EACH complaint or criticism of  
service which reaches the man-  
agement is investigated thoroughly and  
all letters are answered, fully stating  
the results of investigation made. Quite  
frequently from these letters we dis-  
cover our failures and correction is  
made forthwith.

At times, however, when the inci-  
dent is not momentous, it may be  
some time before the matter is called  
to the attention of the proper author-  
ity, but patrons may make mention to  
Trainmen of some particular phase of  
our operation which could be improved.

In such instances Trainmen can  
render a real service by reporting the  
matter and save delay in bringing  
about a remedy.

First Sheik: "How's your sweetie  
these days?"

Second Sheik: "Not so good—not  
so good. She's developed an awful  
case of the hoof and mouth disease.  
All she wants to do is dine and  
dance."

### Revision

"I want the man in the pretty moon,"  
Cries the little girl of two.  
When thirty-two, why, then she says,  
"One in a Ford will do."

## MOTOR COACH MUSINGS

By J. A. Birmingham  
Manager Motor Coach Service

It has been suggested by some  
jokesmith that the words "Love, Hon-  
or and Obey" as used in the marriage  
ceremony, be substituted with "STOP,  
LOOK and LISTEN," which may be  
considered by many a very wise sug-  
gestion. It has also been intimated  
that the latter three words should ap-  
ply when speaking of "The Three  
Wise Men," which comparison may  
be more appropriate for this column.

Stop, look and listen should apply  
not only to pedestrians or those en-  
gaged in the operation of privately  
owned automobiles, but to those also  
engaged in operating motor coaches  
as well, and while it is gratifying to  
note, as shown in a recent issue of  
this Magazine, the number of acci-  
dents directly attributable to our mo-  
tor coach operations had decreased  
somewhat, there is still room for im-  
provement. If we exercise every pre-  
caution to avoid accidents by looking  
out for the other fellow as well as  
ourselves, we can reduce the number  
of such accidents to a minimum.

Statistics have shown that more  
than 17,000 people were killed in the  
United States in automobile accidents  
in the year 1923. More than 425,000  
were injured.

Accidents are not always the fault  
of drivers, but are often the fault of  
careless people on foot, and the ever-  
increasing number of automobiles op-  
erating on our public highways and  
streets has brought about the need  
and adoption of safety rules for pedes-  
trians as well as drivers. Jaywalking  
is now a violation of the law in some  
cities, and no doubt will soon become  
a violation in all sections throughout  
the country. This has no doubt been  
a great factor in reducing the number  
of accidents, nevertheless it behooves  
all of us to be continually on the  
alert.

There will always be need for life-  
saving rules for drivers, among which  
the following should be constantly  
observed:

Signal before turning, or when slow-  
ing down.

Never try to beat a street car or  
train across the track.

Avoid passing a standing car when  
it is loading or unloading passengers.

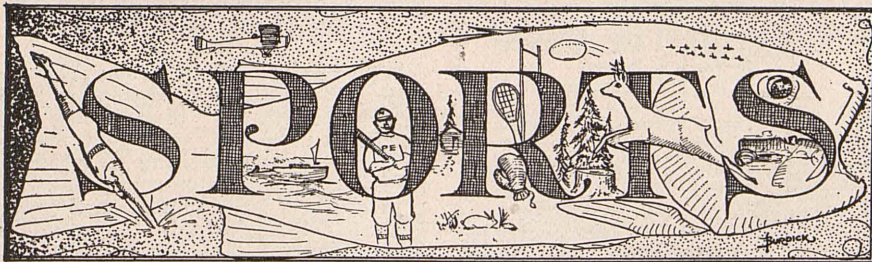
Go slowly when approaching a  
"blind" or sharp corner, and always  
come to a full stop before crossing  
any railroad crossing.

Slow down, have your coach under  
complete control whenever you see  
children on roller skates, scooters, bi-  
cycles or when playing ball.

Keep your mind on your driving,  
your hand on the steering wheel and  
your eyes on the road.

Be careful all the time, but twice  
as careful on rainy days or nights.

Test your brakes often and emu-  
late at all times the synonym of the  
Three Wise Men, "STOP, LOOK and  
LISTEN."



**SHOOTERS IN GOOD FORM AT ANNUAL REDONDO PICNIC**

Probably the biggest day of the year from the standpoint of Rod & Gun Club sportsmen is Picnic Day, and this year's program arranged for their pleasure was up to the standard of many participated in in years past. From early morning to late in the afternoon the zip, boom of rifles became a familiar sound on the big pier and when the day had ended the official count showed that more than forty shooters had tried their hand and in excess of 4500 targets had been thrown to the wind.

Perhaps the reason for all voting the day a "large" success may be attributed to the convincing defeat handed the Redondo Blue Rock Club by our club quintette. The defeat of last year at their hands had rankled in our minds and vengeance was indeed sweet. The team members and their scores in this competitive shoot were as follows:

B. F. Manley .....	24x25
F. L. Manley .....	24x25
L. R. Spafford .....	23x25
K. L. Oefinger .....	23x25
J. L. Cowley .....	23x25

Each of the above shared in the \$10 cash prize awarded.

The three-team elimination shoot, with a combined cash prize of \$30, afforded some keen competition before the final winners were determined. When the statistical smoke had subsided, first prize money of \$15 was awarded to B. F. Manley, F. L. Manley, L. R. Spafford, K. Thompson and D. F. Finley. Close behind were W. J. Hodge, K. L. Oefinger, E. R. Smith, H. Smith and D. J. Foyle, each receiving his bit of the \$10 second prize offered. The third team rather limped in, being composed of B. F. Manley, H. L. Wiggam, E. L. Butterbaugh, A. B. McLeod and G. Grimsley. The winners made the creditable team score of 107x125, second place team 105x125 and third averaged 95x125.

The three highest guns in Elimination Contest were none other than the following three worthies:

K. L. Oefinger .....	48x50	\$5.00
J. L. Cowley .....	47x50	4.00
B. F. Manley .....	47x50	3.00

For the highest scores of the day a combined cash prize of \$43 was offered, the winners, their scores and prizes being shown below:

K. L. Oefinger .....	92x100	\$5.00
F. B. Manley .....	91x100	4.00
E. R. Smith .....	90x100	4.00
H. L. Wiggam .....	89x100	4.00
H. Smith .....	88x100	4.00

L. R. Spafford .....	88x100	3.00
J. L. Cowley .....	88x100	3.00
F. L. Manley .....	85x100	3.00
W. J. Hodge .....	82x100	3.00
K. Thompson .....	77x100	2.00
J. M. Goepfert .....	77x100	2.00
E. L. Butterbaugh .....	72x100	2.00
D. J. Finley .....	69x100	2.00
A. B. McLeod .....	63x100	2.00

**ROD & GUN CLUB HOLD MEET AT P. E. VACATION CAMP**

Late sleepers at the P. E. Camp were startled from their slumbers on the morning of August 8 when at 7 a. m. a large caravan, the forerunners of the party, arrived in camp. Until late in the day the party, which was made of members of the P. E. Rod & Gun Club, continued to arrive and by night the Camp looked more like headquarters for a traveling artillery. So heavy was the influx that Manager Worley had to bring everything into use that looked like a bed to provide a sufficient number of sleeping quarters. But all were comfortably housed.

Our coming evidently has not been unheralded, as Mr. Worley had several surprises in store for us, among which were a watermelon hunt and some specially arranged menus. The first day was spent in enjoying the many pleasures at and adjacent to the Camp, fishing, launch rides, sight-seeing tours and a dance during the evening topped off a day to be remembered.

Sunday morning at 9 a.m. the boys sought out the Arrowhead traps, the

courtesy of using which had been kindly extended us. Altitude nor unfamiliarity with the traps had any effect upon the scores made, some folks being unkind enough to intimate that certain members were "shooting over their heads."

Final count showed as follows:

K. L. Oefinger, first prize .....	48x50
B. F. Manley, second prize .....	47x50
J. L. Cowley, third prize .....	47x50

This trip was the first expedition of the Rod & Gun Club members to the Camp in a body, but it will not be the last and the good time all had will make necessary some additions if the full party is to be cared for on the occasion of our next visit.

**HORSESHOE PITCHERS HAVE INNING AT PICNIC**

Horseshoe pitching as a prize contest at annual picnics had its initial debut at our last month's gathering, and judging by interest displayed, will become a regular event in future gatherings.

J. W. Carpenter, J. F. Thompson, Conductors, Geo. S. Wheaton and Guy Wooley composed a team which defeated a four-man team from the 7th Street Warehouse, winning both first and second prize. This was rather a surprise, inasmuch as the Warehouse four were considered as probable winners, the game being a popular one each noon with the 7th Street boys. The latter, however, are seeking revenge and hope to arrange another game at an early date.

**SERVICE WITHDRAWAL PENDS**

Owing to lack of necessary patronage, application to discontinue the operation of motor coach service west of Reseda Avenue on the Ventura Boulevard Motor Coach Line was filed last month with the Board of Public Utilities of Los Angeles.

In the event favorable action is taken on the application, service heretofore operated between Reseda Avenue and the Town of Girard, will be discontinued.



P. E. Rod & Gun Club quintette, who reversed the tables and won a competitive shoot and loving cup in contest with Redondo Beach Blue Rock Club. From left to right; L. R. Spafford, J. L. Cowley, F. L. Manley, B. L. Manley and K. L. Oefinger.

**ACCOUNTING DEPT. TEAM WIN  
EXCITING GAME AT PICNIC**

After a series of departmental elimination games initiated for the first time this year, the Accounting Department nine met and defeated the Torrance shop team at Redondo Beach High School grounds by a score of 2-0. A large crowd attended the game, which was one of the attractions billed for the Annual Picnic. All of those present voted it one of the most interesting and exciting games yet staged from the first until the last out made by a Torrance man at home plate while attempting to stage a Garrison finish in the ninth inning.

Pitcher Steube for the Accountants was in great form and time and again sent men back to the bench via the strike-out route when threatened. Edwards of the Torrance team also did well but was saved many times by the completion of double plays with Wilson on the starting end.

The Accountants have also landed first place in the Saturday Commercial League and are the recipients of a noble Loving Cup, donated by Goldsmiths, as well as first prize money. The team had won twelve straight games until beaten by the Union Iron Works last Saturday, by a score of 2-1.

Following is a complete box score of picnic game:

**MECHANICAL DEPT.**

	AB	R	H	O	A	E
Goin, 1b. ....	4	0	1	11	1	0
Pierce, cf. ....	3	0	0	1	0	0
Reeder, 2b. ....	3	0	0	4	4	0
Wilson, ss. ....	3	0	0	2	8	2
Cain, rf. ....	4	0	1	2	0	0
Frere, 3b. ....	4	0	0	0	2	0
Edwards, p. ....	4	0	1	0	1	0
Viellenave, c. .	2	0	0	2	0	0
Slater, c. ....	1	0	0	0	0	0
Adams, lf. ....	3	0	1	2	0	0
Totals .....	31	0	4	24	16	2

**ACCOUNTING DEPT.**

	AB	R	H	O	A	E
Sciaroni, 3b. .	4	0	1	2	2	0
Hill, ss. ....	4	0	0	0	1	2
Jordan, 2b. .	3	0	2	3	3	1
Houston, c. .	3	0	1	8	1	0
Grenke cf. ....	3	1	1	1	0	0
Cates, 1b. .	3	1	2	12	0	0
Steube, p. .	3	0	1	0	1	1
Steuber, lf. .	3	0	0	1	0	0
Brewer, rf. .	3	0	0	0	1	0
Totals .....	29	2	8	27	9	4

**Score by Innings**

	1	2	3	4	5	6	7	8	9	R.
Mech. Dept. ....	0	0	0	0	0	0	0	0	0	0
Acct. Dept. ....	0	1	0	0	1	0	0	0	0	2

**Summary**

Two-base hit—Adams. Bases on balls—Off Edwards, 1; off Steube, 2. Struck out—By Edwards, 2; by Steube, 7. Double plays—Wilson to Reeder to Goin, 4. Umpire—Cowley. Time of game—1:45.

**A Happy Choice**

Mistress—"You can have this hat, Reynolds. I shall not wear it again." Her maid—"That is kind of you, mum. It's the very one my young man likes me in best!"—Pearson's Weekly.

**Tagging The Bases**

By Frank L. Drunert

THE Major Summer League of the Managers' Association of Southern California has just been completed, with the P. E. Baseball team finishing in fourth place.

While this was not such a wonderful showing for our team, yet considering the fact that six of the best semi-pro teams in Southern California were in the league, it was quite a creditable showing. The teams comprising the League were Shell Oil, Midway Petroleum, Chanslor Midway Oil, Pasadena Merchants, Irvine and the P. E.

We played three times around and lost six games by one run, where the "breaks" of the game decided the contests; but nevertheless we were fighting and hustling for every game.

Manager Charles Hill and Assistant Manager George Grace are now preparing to enter the Winter League, which will be organized at the conclusion of the professional season. We expect to have Willard Dill and Marvin Moudy back with us this winter, which will give us a superb pitching staff. Russell Scarrit and "Buck" Mason will be back to cavort in the outfield and, with the same infield, we will have a club that can sock that "American onion." The team that grabs the bunting is going to have us to beat.

We hope you will give us your support and will show you a snappy, hustling team.

Capt. Bob Rachford has been laid up with a bad leg, but it is almost well again. Bob is a real leader and the "pepper" of the gang.

Frank Reynolds is playing a great game. He can hit, field and throw and ranks as one of the best infielders in Southern California.

Dan Fitzgerald can sure dig them out of the dirt on first base. He is very shifty and plays the initial base with grace and skill.

"Whitey" Whitman, cavorting in left field, is going great. "Whitey" hits them high and far.

Toney Perez, the peppery litt'e back stop, can sure hound foul tips, as well as having a rifle arm.

"Louie" Alamada, the great little chucker from L. A. High, who is with us now, is a great prospect and it is going to be hard to keep him out of the big show.

Elmer Rall, general handy man, is playing centerfield now and is fielding and hitting well.

Beatty Bouette is driving in lots of lots of runs and is a nifty little infielder.

**NIGHT SESSIONS OF SCHOOLS  
NOW BEING CONDUCTED**

With the opening of public schools early this month night sessions in the various institutions of learning in Southern California are again available to employees desiring to broaden their knowledge in almost any subject.

In order to be helpful to employees Educational Advisor Hill has assembled a list of the various subjects available in schools throughout this district. He is prepared to tell what courses are being taught at any night school, the number of nights such subjects are conducted, the hours and other information that will save time and start the student in the school best suited to help him.

Mr. Hill also has entrance forms into the various schools, which may be obtained from him at the Club headquarters. He may be located at the Club on Monday and Wednesday from 4 to 6 p.m.; Friday from 4 to 6 and 7 to 9 p.m., and each Saturday from 2 to 6 p.m.

For information of employees, the following is a list of the subjects being taught in schools throughout Southern California and on which Mr. Hill has ample information:

Automobile Classes—Automobile engineering, automobile electrics, storage battery, chemistry.

Business Courses—Arithmetic, book-keeping, accounting, calculating machines, business law, stenography, typewriting, penmanship, salesmanship, advertising, traffic management.

Drawing and Drafting—Architectural drawing, detail drawing, blue print reading, mechanical drawing, structural drafting.

English—Business English, journalism and short story writing, literature, dramatic art, public speaking.

Electricity—Direct current, alternating current, wiring, physics.

Languages—Spanish, French, Latin. Mathematics—Shop mathematics, algebra, geometry, trigonometry.

Mechanical Department—Woodwork, carpentry, decorative art, blacksmith shops, machine shops, oxy-acetylene welding.

**CLUB DANCES TO START**

Many of our employees who attended the popular dances at the P. E. Club last season will welcome the news that they will again be held each Thursday at the Club dancing pavilion, beginning the evening of September 24.

Mrs. Mabel Rockwell, our popular dancing instructor, will again preside as hostess at these weekly dances and our melodious Club Orchestra will furnish musical strains. Surprise features will be offered from time to time.

Dancing instructions are again to be given by Mrs. Rockwell to members of the P. E. family, for which there will be no charge. Plans for these weekly instruction classes are now under way and full details will be announced in the next issue of the Magazine.

**EUROPEAN RAILWAY HEAD MARVELS AT U. S. ROADS**

American trains carrying loads of 13,000 tons or more are a source of amazement to E. Ackerman of Berlin, director of the German State Railways, now on a tour of this country to study the American railway system.

"We think we do well to carry from 1000 to 1500 tons on our freight trains," said the German railway man. "Our cars are much smaller than yours and your mogul locomotives have our motive power looking like toys. We are planning to increase the capacity of our freight trains and one of my reasons for being in this country is to study your equipment."

Mr. Ackerman said the principal difference he had observed between American and German passenger coaches is that in Germany all the cars are constructed on the compartment plan.

Passenger traffic is but little more speedy in the United States than in Germany, it appears from the German's observation.

"Our trains travel from fifty to fifty-five miles per hour, while on your best roads a speed of sixty to sixty-five miles is attained. Your passenger service costs considerably more than ours, however. We have four classes of trains, rates on which range from about 4 cents a mile on the first-class to about 1 1/4 cents on the fourth-class."

Lady Traveler (to hotel clerk:) "Can you give me a nice room and a bath?"

Clerk (fresh guy:) "I can give you the room but you must take the bath yourself!"

**MORE DOUBLE DECK COACHES**



Seating 59 passengers, four six-wheel de luxe motor coaches of type shown herewith were placed in the L. A. Motorbus service last month.

**R**EPRESENTING the last word in double deck motor coach construction, four new units were added to the service of the Los Angeles Motorbus Company on Thursday, September 3. Of six-wheel design, the four new coaches represent an investment of \$48,000 and are intended for exclusive use on the Sunset Boulevard lines of the Company, with termini at Seventh and Grand Ave-

nue and Laurel Canyon on the west.

A total seating capacity of 59 passengers is provided—33 above and 26 on lower deck. A few feature is the rather novel manner provided for protecting rattan seats on upper deck in inclement weather. A rain-proof cover protects unoccupied seats, this covering being turned back and buckled in place when passengers desires to occupy. Many other improved features are embodied in the new coaches which were built by the Moreland Company at its plant in Burbank.

The new units are equipped with 106-horsepower motors and the six-wheel construction will prove popular on account of affording far greater riding comfort.

The heavy patronage of the Sunset Boulevard line necessitates, or rather make expedient, the exclusive operation of double-deck coaches and with the four new ones in service a total of thirty-two are now available to patrons of this line.

**PACIFIC ELECTRIC RAILWAY COMPANY**

**OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JULY, 1925**

Passenger Revenue .....	\$ 1,117,434.90
Freight & Switching Revenue .....	586,181.00
Other Revenues .....	50,268.96
<b>Total Railway Operating Income .....</b>	<b>\$ 1,753,884.86</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	\$809,722.06
Other Charges .....	397,969.33
Transportation for Investment—Credit .....	3,360.45
	1,204,330.94
Revenue Less Operating Expenses .....	\$ 549,553.92
Depreciation .....	\$ 53,319.00
Taxes Assignable to Railway Operations .....	91,660.56
<b>Total Depreciation and Taxes .....</b>	<b>\$ 144,970.56</b>
Revenue Less Operating Expenses—Depreciation—Taxes.....	404,583.36
Non-Operating Income .....	46,866.13
<b>Net Revenue .....</b>	<b>\$ 451,449.49</b>
Interest on Bonds and Other Debt .....	\$358,897.31
Rent and Miscellaneous Income Deductions .....	120,149.23
<b>Total Deductions .....</b>	<b>\$ 479,046.54</b>
<b>Net Loss for Month .....</b>	<b>\$ 27,597.05</b>
<b>Net Loss for 7 Months .....</b>	<b>\$ 1,154,805.08</b>
<b>Total Outstanding Deficit as of July 31, 1925 .....</b>	<b>\$14,236,575.00</b>

Los Angeles, Calif., August 31, 1925.

L. A. LOVELL, Auditor.

**ARRANGE ELECTRICAL CLASS FOR EASTERN DISTRICT**

Through the courtesy of the San Bernardino Board of Education, Educational Advisor Hill last month arranged for a class to be given in electrical engineering. At the first class held on September 2nd twenty employees from the San Bernardino district attended and others are expected to join.

Professor Hill of the San Bernardino High School, and previously a tutor in Pomona College, will conduct the classes and a complete basic course is to be given, requiring two years to complete. The classes for the present are being held in the S. B. High School, but at a later date will be assembled at our shops.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The August meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms on August 5, 1925, at 2:00 p.m. The following were absent: J. L. Smale, C. W. Cornell, W. T. Orr, H. Bennett, L. H. Covell, B. R. Hottinger, A. W. Day, W. B. Phillips, J. Hanselman, H. L. Legrand, Earl McCall, W. A. McCammond, and S. A. Bishop.

### Club Fund

Balance, 7-1-25 .....	\$ 211.97
Receipts .....	1,084.27
<b>Total .....</b>	<b>\$1,296.24</b>
Disbursements .....	1,106.35

Balance, 7-31-25 .....	\$ 189.89
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### Relief Fund

Balance, 7-1-25 .....	\$ 51.02
Receipts .....	689.50
<b>Total .....</b>	<b>\$ 740.52</b>
Disbursements .....	357.50

Balance, 7-31-25 .....	\$ 383.02
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### Unfinished Business

Mr. Sutherland cited the extent of the work which has been done on the ventilation of the shops at Torrance, and stated that within a few days it will be satisfactorily completed.

Mr. Delmar again stated that toilet facilities at Hill Street Terminal were insufficient. Mr. Annable replied that work was in the hands of the Engineering Department and would be completed within a very few days.

Mr. Vickrey made a very gratifying report concerning the conditions at Camp in the way of reservations, appreciation, and loyalty to our own Vacation Grounds. As a special example, Mr. Vickrey cited the week's visit of Mr. Harris, on Northern Division, who reported that the Camp is one hundred per cent, and that his expenses for himself and his family were but seventeen dollars and fifty cents, which speaks highly for the economy, comfort and pleasures to be enjoyed in the P. E. Camp.

It is thought that the month of September will be a good one for the Camp as a great many inquiries are coming in as well as some reservations. September is a most delightful month in the mountains.

### New Business

Mr. Vickrey explained carefully the nature of the election of P. E. Club Committeemen which takes place during the month of August, closing on August 26, 1925, at 11:00 p.m. It is especially requested that everyone use the enclosed envelope marked "Election Ballot, P. E. Club" so that his ballot will reach the Club promptly and be opened only by the judges of the election.

Mr. Vickrey named the following men to act on the Committee to open, count, and decide who are elected as Committeemen to the P. E. Club for the Club Year 1925-26: Messieurs Finley, Gray, Delmar, Black, Grenke, Brooks, Bailey, Flathers, and McCammond. The above named men will be at the Club Thursday, August 27, 1925 at noon and begin the counting of the ballots so that the elected Committeemen may be notified in ample time to attend the September meeting of the Executive Committee, on September 2, 1925.

Mr. Hodge asked that a place be made where coats and hats may be hung at the Terminal at Macy Street. Mr. Vickrey suggested to Mr. Booth that hangers be added to his requisition at the time he gives the order for repairs for the pool table, at Macy Street.

E. H. Pierce requested that the grounds used for ball games at Torrance be repaired and was answered that the winter-time is the best for repairing, and the ground should be plowed and rolled. Mr. Vickrey asked Mr. Pierce to bring up the subject again later in the year. Also Mr. Brooks stated that he would see that the ground was properly leveled.

Retiring President Thorburn in a jovial mood spoke of his experiences as President of the P. E. Club for the past two years. Many of the objects which the Club has set out to accomplish under the able direction of Mr. Thorburn were accomplished, and many ideals of the President have been made to work out successfully, among which the Educational Department is foremost. Mr. Thorburn thanked the Committeemen for their cooperation and hoped that they would again have the privilege of serving on the Executive Committee the coming year.

## NEW COMMITTEEMEN ELECTED FOR ENSUING YEAR

Annual election of P. E. Club Executive Committeemen was held last month, ballots closing on August 26. The following were chosen by employees of the various departments as their representatives and all were notified in advance of the first meeting held by the new committeemen on September 2:

General Offices—E. L. Young and H. D. Priest.

Transportation Department—F. L. Drunert.

Northern Division—E. G. Fox, L. G. Wilson, R. S. Peterson, W. J. Hodge, W. E. Booth and B. F. Brown.

Southern Division—L. H. Covell, F. L. McCulley, L. H. Tieman, H. Gray, H. J. Wilkerson and D. R. Hottinger.

Western Division—L. H. Newport, J. R. Buster, A. W. Day, J. Hanselman, R. G. Miller, F. Servrancks and W. S. Phillips.

Agents—H. L. Legrand, H. E. Fosskett and P. H. Mann.

L. A. Freight House—O. C. Black and J. W. Anderson.

Mechanical Department, Torrance—George Huppert, E. M. Pierce, W. M. Brooks, Thomas Brownlee, E. A. Stevens, F. E. Mayfield and Harry J. Allen.

Mechanical Department, East—Allen H. Bristow.

Mechanical Department, North—W. J. Drake and H. Ross.

Mechanical Department, South—V. Swartz.

Mechanical Department, West—M. T. Spencer.

Accounting Department—Harold Euck.

Electrical Department—Andrew Herskind, C. L. Fitzgerald and L. D. Bailey.

Engineering Department—T. L. Wagerback, B. Schermerhorn, J. R. Hamilton, B. F. Manley and Fred Guenette.

Store Department—D. E. Porter. Real Estate Tax and Resort Department—W. A. McCammond.

General Offices—T. J. Day, C. Thorburn, F. E. Geibel, L. A. Lovell.

## P. E. CLUB BULLETIN

**From September 10 to October 10, 1925**  
**Monday, Sept. 14:**

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

**Tuesday, Sept. 15:**

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

**Friday, Sept. 18:**

General Staff meeting, 10:30 a.m.  
Vaudeville at the Club, 8:00 p.m.

**Monday, Sept. 21:**

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

**Thursday, Sept. 24:**

Club Dance in the Ball Room at the Club, 8:30 p.m.

**Monday, Sept. 28:**

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

**Thursday, October 1:**

Club Dance in the Ball Room at the Club, 8:30 p.m.

**Friday, October 2:**

Vaudeville at the Club, 8:00 p.m.

**Monday, October 5:**

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

**Tuesday, Oct. 6:**

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

**Wednesday, October 7:**

Executive Committee meeting, 2:00 p.m.

**Thursday, October 8:**

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

Club Dance in the Ball Room at the Club, 8:30 p.m.

**Saturday, October 10:**

Agent's Association meeting, 8:00 p.m.

## ANNUAL PICNIC PICTURES

A fine panoramic picture of the Annual Picnic gathering at Redondo Beach is now on display at the Club. This picture was taken at the time of the tug-of-war contest and is remarkable for the clearness and range of vision.

Copies of this may be obtained at the Club for one dollar each. Only a limited number are now on hand.



## FARE INCREASE FOR SERVICE IN PASADENA IMPENDS

The prospect of favorable action by the State Railroad Commission on the application of the Company for increased fares on street cars and motor coach lines in Pasadena loomed with presentation of facts in the case before the state body last month.

On the Company's showing of a substantial net loss from its operations in the Crown City during 1924, representatives of the city opposing the increase requested conceded the need of greater revenues from our operations. Recommending a rate of 7 cents, Henry Z. Osborne, Jr., consulting engineer, submitted to the Commission certain re-routing plans which would have the effect of reducing operating expenses.

In its application for an increase the Company sought an increase of from 6 to 8 cents on certain lines and also a 2-cent increase on other lines where present fare is 10 cents. Decision of the Railroad Commission is expected to be rendered within a few days.

## U. S. RAILROAD TERMS AMUSE VISITORS FROM ABROAD

Writing of their experiences in American railroading, two Australians, sent to this country to learn at first hand the practical side of the industry as conducted in the United States, were greatly "tickled" at peculiar expressions and terms encountered.

Below is a list of a few of them, scanning of which will probably amuse us quite as much as were our friends from the Kangaroo land:

American Term	Australian Term
Conductor	Guard
Switching	Shunting
Car	Truck
Merchandise Car	Van Truck
Warehouse	Goods Shed
Switches	Points
Ties	Sleepers
Engineer or Hog Head	Driver
Switchman	Shunter
Freight Train	Goods Train
Caboose	Van
Section Foreman	Ganger
Round House	Loco Sheds
Rip Track	Repair Track
Hump Yard	Gravitation Yard
Corel	Sheep Race

## ATTENTION BOWLERS!

Bowlers among the ranks of employees who desire to enter as team members representing the P. E. Club in a league being formed by the Southern California Bowling Association are requested to get in touch with N. B. Vickrey, Club Manager.

It is thought that within our ranks a formidable team can be assembled, but in order to make a creditable showing it will be necessary for prospective team members to be able to maintain an average of 150 or better per game. Weekly games will be scheduled and some good sport is on tap for those enjoying this form of amusement.

## New Club President



L. A. Lovell

FOR the next two years P. E. Club affairs will be in the able hands of L. A. Lovell, the newly seated Executive Committee member having done our Auditor the honor of electing him to the Presidency, following the retirement of C. Thorburn after two years in office.

Mr. Lovell's election was unanimous, he having been placed in nomination by S. A. Bishop, who told those present in a short address the fitness of his candidate for the post.

The Club is indeed fortunate in securing a directing head so ably equipped to carry on the organization's work. Despite the fact that his election will mean another heavy burden in the way of added responsibilities, Mr. Lovell gracefully accepted the post, and we may confidently look forward to another two years of progressive and businesslike manner of handling Club affairs.

To our good friend "Cliff" Thorburn, we all owe a debt of gratitude for the earnest, constructive and relentless manner in which he conducted the work of the Club during his two years' reign as its head. His close attention and attendance at its various functions necessarily meant sacrifices on his part; the work of the Club was broadened under his direction and the Camp pleasures have been multiplied. He leaves the important post with a well worked out program of new innovations and further betterments that will make the Club a still greater source of pleasure to all of us.

It is also our pleasure to announce that N. B. Vickrey again was elected

## SUBWAY STATION IS CITY'S LARGEST EXCAVATED SITE

Looking into the excavated site of the subway terminal station on Hill Street, the full scope of its size is not readily conceived. However, its magnitude was rather well explained by some figures appearing in a local paper last month, which pointed out that both in point of earth removed and depth, the excavation was the largest in the history of the city.

A total of 104,000 cubic yards of earth was removed, which exceeds by some 25,000 cubic yards the amount of excavated material from the site of the new Hall of Justice, the next largest excavated project in the history of the city. The frontage of the subway building proper on Hill Street is 142 feet, with a depth of 324 feet through to Olive Street.

The new subway building basement is 31 feet below the street level on Hill Street frontage; 65 feet below Olive Street and 69 feet below the surface at the east portal, located about 65 feet west of Olive Street. Under Olive Street there will be three floors, while under the remaining portion of the building two floors will be located below the street level.

## TRAFFIC CONGESTION IS BIG PROBLEM IN ALL CITIES

Street railway men everywhere are confronted with the grave problem of maintaining schedules in downtown streets, says Lucius S. Storrs, managing director, American Electric Railway Association.

"Where once this was a problem only in the larger cities," Mr. Storrs said, "now, on account of lack of proper ordinances or inefficient enforcement, it has become an issue in almost every city and town in the United States. There is scarcely a car, either city or interurban, which doesn't meet this perplexing problem many times a day. Executives must solve it through straight dealing with public servants.

"There is no doubt that both motor car owners and transportation companies have certain rights which should be granted by city officials, and once granted, protected. No one will seriously contend that an electric car should not have the right-of-way over its tracks at all hours of the day and night. No other vehicle has any right in such circumstances to hold it up. Officials of every city should recognize this right and enforce it."

Manager of the Club, which is assurance that the good work of past years will continue unabated. W. C. McCammond, Treasurer, was likewise retained in his official position so well cared for under his supervision.

Boss—If this occurs again. I shall be compelled to get another store boy.

Store Boy—I wish you would, sir. There's quite enough work for two of us.—The Progressive Grocer.

# Timely Topics for Trainmen

**I**N ORDER to clear up any misunderstanding relative to the "Run Late Order," in connection with single track operation, J. E. Wagner, Train Service Instructor, prepared for this issue of the Magazine the following illustration and comment on the subject:

TIME TABLE NO. 40

1	Stations	2
A.M.		A.M.
8:50	A	9:55
9:00	B	9:45
9:10	C	9:35
9:20	D	9:25
9:30	E	9:10 9:35
9:40	F	9:00 9:25

TIME TABLE NO. 41

1	Stations	2
A.M.		A.M.
8:50	A	9:50
9:00	B	9:40
9:10	C	9:30
9:20	D	9:20
9:30	E	9:10 9:35
9:40	F	9:00 9:25

## ORDER NO. 5

To No. 2 at F.  
No. 2 Mtr. 812 run 25  
Mins. late F to D.  
Complete 9:00 A.M.

A "run late order" makes the schedule time as much later as mentioned in the order; that is, the number of minutes mentioned in the order must be added to the schedule time, and such order applies to the leaving time of the first station mentioned in the order to the arriving and leaving time at intermediate stations, but only to the arriving time at the last station mentioned in the order.

On No. 2 with Order No. 5 and time table No. 40, as there are two times shown at station D, No. 2 must arrive 25 minutes later than the arriving time.

On No. 2 with order No. 5 and time table No. 41, as there is only one time shown at station D, No. 2 is allowed to make up time after leaving E 25 minutes later than schedule.

If on No. 1, with a copy of order No. 5 and time table No. 40, you could proceed to E for No. 2, if possible to be there by 9:35 a.m., but if train could only make D, you would have to be there by 9:25 a.m. It must be understood, however, that in either case No. 1 must be in the clear of main track with switches properly set before the leaving time of No. 2.

If on No. 1 with a copy of order No. 5 and time table No. 41, train could make E and be in the clear by 9:35 a.m. for No. 2 it would be all right. But if possible to only make D you would have to be there and in the clear by 9:20 a.m.

If outbound on a passenger extra with a copy of order No. 5 and time table No. 40, you would have to clear No. 2 at D at 9:22 a.m., at E at 9:32 a.m. and at F at 9:22 a.m.

If outbound on a passenger extra

## Spanish Terms to Aid System Trainmen

**H**ASN'T there been occasions, Mr. Trainman, when the knowledge of a comparatively few words of Spanish would have been helpful to you in dealing with a foreign speaking passenger?

Thinking that such is the case, Educational Advisor Hill is preparing a list of words and phrases which he will translate into Spanish, with proper pronunciation, the same to be published in the next issue of the Magazine.

Trainmen can be of assistance in preparing an adequate list that will cover emergency cases which arise and Mr. Hill will be glad to hear from anyone with suggestions. Address communications on the subject to him, care Pacific Electric Club, or consult Mr. Hill there personally.

with a copy of order No. 5 and time table No. 41, train would have to clear No. 2 at D at 9:17 a.m., at E at 9:32 a.m. and at F at 9:22 a.m.

From the foregoing it will be seen that an inferior train having a copy of order No. 5 must not use any of the run late time to arrive at station D, which is the last mentioned station in the order. This because No. 2 may make up time between the last two stations mentioned in the order, if only one time is shown at the last station. If two times are shown No. 2 must not make up time, but a first section could be started on schedule leaving time at last station.

## BUS LINE TO CEASE SERVICE PENDING ROAD BUILDING

At midnight of September 9th, 1925, the Coast Highway, over which the Pacific Coast Motor Coach Company operates, will be closed by the California Highway Commission, on account of road construction to begin September 10th. The road is to remain closed for several months until about five miles of bituminous macadam between Laguna Beach and Corona del Mar is placed.

This will necessitate entirely discontinuing operation of bus service by the Pacific Coast Motor Coach Company after the last trip on September 9th, the service to be resumed on reopening of the Highway.

In spite of bad road conditions, which the proposed macadam construction will remedy, the Pacific Coast Motor Coach Company has experienced a rather successful summer season, this being its first since the line was inaugurated.

## MECHANICAL DEPT. NOTES By Willis M. Brooks

E. O. Straub, Shop Superintendent at Torrance, and family, enjoyed a vacation trip in northern climes, journeying to Vancouver, Seattle and adjacent points.

Ed arrived home for the annual picnic, as he has never been known to miss one.

Walter G. White, of Mr. Geibel's office, is vacationing at Alamitos Bay and Earnest A. Stevens, also of Mr. Geibel's office, is spending his two weeks in San Francisco. By post card, Earnest reports a "large time" in our suburban city.

George Gilks, foreman of the Winding Room, appeared in the office this morning. He was all dressed up but had no place to go. He, too, is a tourist for two weeks.

## COMPARISON OF ACCIDENTS DURING JULY, 1924, AND 1925

	Northern Division 1925-1924	Southern Division 1925-1924	Western Division 1925-1924	Motor Coaches 1925-1924
Interferences with vehicles ..	96	115	69	95
Collisions and interferences with cars .....	6	4	5	6
Persons struck .....	4	4	0	3
Derailments .....	3	13	14	12
On and off moving cars ....	9	14	8	6
Miscellaneous .....	25	20	38	50
Total .....	143	170	134	172
	D-27	D-38	D-32	D-9
	1925	1924		
Interferences with vehicles .....	387	461	16.05%	Decrease
Collisions and interferences with cars.....	16	18	11.11%	Decrease
Persons struck .....	7	12	41.67%	Decrease
Derailments .....	24	35	31.43%	Decrease
On and off moving cars .....	24	32	25.00%	Decrease
Miscellaneous .....	110	116	5.17%	Decrease
	568	674	15.73%	Decrease
	D-106			

## SMOKE THIS ONE!



AS MAY be surmised, linked with the accompanying photograph, which has all the ear-marks of still being a cigar, despite its fifty years of existence, is a tale which brings back boyhood recollections to its owner, James Robinson, of our Engineering Department.

Here's the story, as related to us: As a small boy Mr. Robinson resided in Chicago. Like most small boys, he was imbued with a crop of curiosity of large dimensions, and indeed very little happened in that rather large village that he was not interested in and indeed did not find out about.

One day a famous man visited Chicago; by name, General U. S. Grant, and from the rear platform of a train addressed the populace on the issues of the day. "Jimmie," as is customary with the genius boy, wormed his way to the side of the car and clambored upon the railing of the platform, despite efforts of a pompous and officious

policeman to shoo him away. The majestic officer was about to succeed with the "shooing" process, when General Grant intervened and ordered that the boy be let alone.

"Jimmie" stayed with the car as it progressed to various points in Chicago and when he was bidding the General a regular "kid's" farewell, was presented with one of the distinguished man's choice cigars, one of which we are told was practically constantly in his mouth.

Only a passing incident to the General; but to "Jimmie" it was a veritable treasure, so much so that during all these succeeding years that cigar has been kept carefully wrapped in wax paper, so that today it still retains much of its original resemblance, though years have begun to show their effects of age upon it.

What other old treasures have we in our big company family? The Magazine would like to see them.

### PICNIC WRESTLING & BOXING

Wrestling and boxing afforded many thrills to some 7000 persons assembled directly in front of the Redondo dancing pavilion during the early evening hours on Picnic Day.

Johnny Humerich, Company title-holder, and Herman Shaffer, challenger, each weighing 130 pounds, engaged in three ten-minute session bouts. Humerich won falls in the first and third, the second closing unfinished because of the bell. Despite his defeat Shaffer put up one of the gamest contests ever seen at our picnics, but Humerich's long experience and masterly knowledge of the game proved too much for his less seasoned antagonist.

Walter Heimgardner, 205 pounds, and Morris Peters, 175 pounds, also staged a lively wrestling contest, which the former won rather handily, more through his weight advantage than superior knowledge of the game.

Two three-round boxing contests were also on tap for those who like exhibitions of the manly art. Bill Hamilton of the Accounting Department and Eddie Reber of the Stores Department, 145 pounds, engaged in the first set-to, which was a lively one with honors even throughout. Motorman Herdrick, Northern Division, and Kid Mende of the Mechanical Department, also made the fur fly during three rounds, the latter's experience proving too much for the Trainman, although the affair was officially called a draw.

### Direct and Indirect Traffic Appeals

By Geo. F. Squires  
Asst. Freight Traffic Manager

WHILE historical facts are of human interest and constitute valuable knowledge, after all, only today and tomorrow really count!

The important fact to California shippers is not that the Pacific Electric Railway pioneered extensively in the construction of lines serving sparsely settled communities and assisted materially in the development of Southern California, but that this railway system today and tomorrow furnishes a transportation service which fully meets their shipping requirements in the maintenance of a modern, fast and reliable freight service between all points served by its lines in Southern California.

The experience of generations is reflected in the present day operation of the Pacific Electric Railway, the largest of any interurban electric system in the world rendering a vital transportation service to industry in its many and varied forms.

The co-ordination of employees and the enthusiastic interest which many have taken in selling our transportation service and increasing our list of patrons has been very gratifying, although there still remains much room for greater results and further activities in the solicitation field.

Many employees have yet failed to recognize and act on opportunities

which, from time to time, arise, to encourage and attract increased business. Our volume of business can be increased by making our friends and people with whom you come in contact realize and appreciate that the Pacific Electric Railway can serve them satisfactorily in every way. Through this personal and intimate contact the individual employee will many times be able to attract business to the Pacific Electric that could not be influenced by the effects of the general traffic solicitors.

The marketing of our transportation service is not a theoretical study, but on the contrary, is a very practical undertaking, calling for the application of common sense principles of salesmanship, coupled with a conscientious and unrelenting effort to secure new business and satisfactorily serve our present patrons. Satisfactory results depend upon the closest possible co-operation and team-work of every employee on the system, extending not only an honest endeavor to attract new tonnage, but to the maintenance of a satisfactory standard of service deserving the patronage of our present patrons, especially those who have made it a habit to use Pacific Electric service. Keep our present patrons satisfied by rendering efficient, attentive and courteous service and we will not find their names listed among our competitor's new customers.

Much has been said and written about the selling of transportation service. That it is a commodity to be merchandised as any other product has been recognized for many years past. "Salesmanship" applies with equal force to the transportation business, as well as other commercial enterprises and fundamentally, is based on living up to the brief slogan of "Courtesy and Service."

There are direct and indirect ways of soliciting business, either one of which is capable of producing remarkable results. Where direct solicitation is not desirable, we are indirectly soliciting additional business every day that we render satisfactory service to our patrons.

Let us not fail to recognize, as members of the Pacific Electric "family," our unwritten obligation to function in soliciting business at every opportunity, regardless of the capacity in which we are employed and keeping uppermost in our minds the campaign slogan of "Bigger and Better Business" for the Pacific Electric Railway.

#### A Fair Enough Trial

Sam, impaneled for jury service at a murder trial, had seemed a little too anxious to serve.

"Do you know the accused?" he was asked.

"Yassuh—dat is, nossuh," he replied, realizing that if he made an affirmative answer he would be disbarred from serving.

"Have you made up your mind as to his guilt or innocence?"

"Oh, no, suh."

"You think, then, that you could give his case a fair hearing?"

"Yassuh," replied Sam. "Leastways, ez fair ez de ole scamp deserves."—American Legion Weekly.

# Functions of Bills of Lading

## Importance of this Document to Both Shipper and Carrier Explained in Detail

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

THE present uniform domestic bill of lading was prescribed by the Interstate Commerce Commission following an exhaustive investigation by that body and is of two kinds—the "straight" bill of lading and the "order" bill of lading. Under the bill of lading act effective January 1, 1917, commonly known as the "Pomerene Bill," it is provided that a bill in which it is stated that the goods are consigned to a specified person is a "straight" bill of lading, and one in which it is stated that the goods are consigned, or destined to the order of a person is an "order" bill of lading.

A "straight" bill of lading is non-negotiable and, as above stated, consigns the goods to a specified person. Goods for which an order bill of lading has been issued will not be delivered except on presentation of the original order bill of lading properly endorsed. The exception is made that if the original order bill of lading has been lost or delayed the property may be delivered in advance of the surrender of the bill of lading upon receipt by the carrier's agent of a certified check for an amount equal to 125 per cent of the invoice or value of the property; or at the carrier's option, upon the receipt of a bond, acceptable to the carrier, in an amount for twice the amount of the invoice or value of the property, or a blanket bond may be accepted when satisfactory to the carrier as to surety, amount and form.

### Its Functions

Bills of lading serve three distinct functions; first, as a receipt for the goods; second, a contract for their carriage, and third, documentary evidence of title to the goods.

As a receipt for the goods, it recites the place and date of shipment; describes the goods, their quantity, weight, dimensions, identification marks, condition, etc., and sometimes their quality and value.

As a contract, the bill names the contracting parties, specifies the rate or charge for transportation and sets forth the agreement and stipulations with respect to the limitations of the carrier's common law liability in the case of loss or injury to the goods and other obligations assumed by the parties or to matters agreed upon between them.

As evidence of title, the straight bill of lading passes title to the goods from the shipper to the person specified in the bill of lading as the consignee; whereas, an order bill of lading has for its primary purpose negotiability and the title to the goods is vested in the person holding the bill of lading properly endorsed.

By the Carmack amendment to

Section 20 of the Act to Regulate Commerce, approved June 29, 1906, any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state is required to issue a receipt, or bill of lading therefor, and is liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass.

In the decision of the Interstate Commerce Commission in the matter of bills of lading (52I.c.c.683) the Commission pointed out very clearly the effect of the Carmack amendment as it affected the carriers and shippers, the statement of the Commission being quoted below:

"Prior to the adoption of this amendment the liability of common carriers was determined by the common law or the statutes of the different states. A usual provision incorporated in the bills of lading then in use was one which provided that no carrier should be liable for any loss or damage not occurring on its own line. Under this limitation an initial carrier was not liable at common law for loss or damage through the fault of the connecting carrier to whom it had, in due course, safely delivered the goods for further transportation. Each succeeding carrier was the agent of the shipper for the continuance of the transportation. The shipper or claimant in an action for recovery on account of loss or damage, was therefore subjected to the inconvenience of ascertaining upon which one of several lines in the through route the loss or damage occurred. This was often impossible of definite ascertainment and therefore, a serious handicap to the shipper in the prosecution of his suit.

### Law's Intent

"The effect of the Carmack amendment was to hold the initial carrier 'receiving property for transportation from a point in one state to a point in another state' as having contracted for through carriage to the point of destination, using the lines of its connecting carrier as its agents. The amendment took away from such initial carrier its former right to make a contract limiting its liability to loss or damage occurring on its own line and thus relieved the shipping public of the burden theretofore imposed upon it of proving the particular carrier upon whose line the loss or damage occurred."

The foregoing briefly outlines the purposes and functions of the uniform

## BULLETIN TELLS DELIVERY POINTS IN N. Y. CITY

The grape movement from points on the Pacific Electric Railway is now progressing and, undoubtedly before the close of the season it will be necessary for certain eastern lines to place embargoes against carload shipments of grapes consigned to specified points.

One of the particular difficulties experienced in the past was in connection with the shipment of grapes to New York City. In anticipation of embargoes placed on grapes for delivery to that point, a special notice has been issued by the Freight Traffic Department setting forth the delivery points on all of the railroads entering New York City. This should be of great benefit to the Agents, as from past experience it was determined that a number of failures in observing embargo restrictions were because Agents were unfamiliar with the New York City delivery points.

### GRAPE SHIPMENTS BEGIN

Grape shipments, which each year offer a considerable volume of traffic to us from the Etiwanda district, got under way on August 17, and some fifty odd cars were handled between that date and the end of the month. Due to early summer weather and other affecting climatic conditions the shipment of grapes this season got under way at least two weeks earlier than for many years past.

The crop this season only promises to be a fair one from a volume standpoint, excessive heat in the district for a few days having curtailed the yield to some extent. However, due to increased acreage coming into bearing, some 400 cars will be shipped from the district, which approximates the crop of previous years.

### APPLY THIS MIXTURE TO KEEP RAIN OFF WINDSHIELD

2 ounces of glycerine.

1 ounce of water.

Dram of salt.

Use clean cheesecloth, wiping up and down in a vertical direction.

Mandy: "Mose, is yo' sho' yo' didn't marry me fo' mah job?"

Mose: "Co'se Ah didn't, gal! Lawsy, no! Yo' jes, go ahaid an' keep yo' ol' job!"—Am. Legion Weekly.

domestic bill of lading and the liability of the initial carrier to the shipper. The bill of lading is a document of very great importance to the carrier in settling claims arising out of the transportation of the goods, as well as establishing liability for the payment of freight charges. Those whose duties require the issuance of bills of lading should endeavor, insofar as possible, to acquaint themselves with the terms and conditions of the bill of lading, the tariff requirements applicable in connection with the issuance of the bill of lading and the practical use thereof.

# DEPARTMENTAL NOTES

## ACCOUNTING DEPT. NOTES By George Perry

It is with deep regret that we have to announce the death of Mrs. J. L. Smith, beloved wife of Leland Smith, Chief Clerk of the General Accounts Bureau, who passed away August 30th after a brief illness. The employees of the Accounting Department and of the entire Company extend their warm sympathy to Mr. Smith in his great loss.

Alyce Brown, who left the service five months ago, has returned for a short time to take the place of Alice Ehlers of the Stenographic Bureau, who is taking a trip to Minneapolis for a brief visit with her relatives. She postcards that she is having a "large" time.

Quest for adventure still pulses in the blood of the younger generation of this Department, Charles Fisher having left the service on Saturday, August 8th, to walk across the continent. He has made two shorter journeys on foot before, but this is his first long walk. His friends wish him Godspeed.

The Annual Picnic on Saturday, August 22, "went over" bigger this year than ever before. It started with a bang for this Department as the ball team brought home the bacon in the form of a silver trophy for the skill they displayed in cleaning up the Mechanical Dept. boys (full account of game given elsewhere in magazine.)

Another honor goes to Harold Ruesh, who made the 100-yard dash in 10:3, outdistancing his nearest competitor, Frank Drunert, by a good margin. Herman Grenke and George Jordan made the three-legged race look like child's play, stumbling over the finish line well in advance of all others.

Our entree in the boxing contests, William Hamilton, pushed a mean pair of leathers in his tilt with Edwin Rieber of the Store Dept. at Sherman, in which they were very evenly matched, the bout being a no-decision one.

The committee from this department who dispensed merry-go-round and ice cream tickets to the children claim that no less than two million youngsters said they had lost their tickets and "please, sir, may I have some more."

Mrs. Gertrude Wilson of the Conductors' Accounts Bureau left the service August 31st. Her duties as Ohmer Clerk are now being well performed by Mildred Karr.

The vacation honors seem to be divided between the P. E. Camp and the homes; however, the Camp shows a slight edge over the latter. Here's where they're forgetting us:

Mrs. E. Carruthers ..... Home  
Mary Schnider ..... P. E. Camp  
Kathryn Fox ..... San Francisco  
Mercedes McDoneld ... San Francisco  
Miss Grenke ..... Long Beach  
William Mathieson .... P. E. Camp  
B. M. Billhardt ..... P. E. Camp  
J. K. Hubbard ..... P. E. Camp  
R. E. Labbe .. Camp on Russian River  
J. C. Walker ..... Santa Barbara  
E. J. Buehler ..... Home  
Doris Lakey ..... Home  
Irene Falconer ..... Camp Baldy  
"Tom" McKnight ..... Pittsburgh  
Mary E. Pontius ..... Minneapolis  
F. J. Ogden ..... Home  
Louis Tighe ..... Santa Barbara  
Florence Cederstrom .. San Francisco  
Mrs. Alice Elliott ..... P. E. Camp  
Fanny Jones..... Middlewestern Cities  
Marie Cain ..... Yosemite

## WESTERN DIV. TROLLYGRAMS By E. C. Brown

Good news reaches to the effect that Motorman A. A. Batch and Conductor P. W. Reynolds are well on the way to recovery from serious burns they sustained in an accident recently.

Trainmen of Ocean Park district wish to extend to Howard Blanchard, Watch Inspector of that vicinity, their warm thanks for the elaborate donation made by him for the winners of the Tug-of-War at the Annual

## Saddened Homes Recieve More Death Benefits

**T**HREE deaths among Pacific Electric employees were recorded during August, and in all three cases Group Insurance was carried, although only one was a contributor to the Mortuary Fund. A total of \$7450 was disbursed to relatives of the deceased.

Those who death called were Fred Spoon, Winder at Torrance Shops; Lloyd W. Thompson, Signal Division, Engineering Department, and Wm. A. Henry, Supt., L. A. Union Terminal Co.

Favorable action was taken on two additional disability claims filed by the Company with the insurance company, Maximo G. Avila and Frank Sonzogni, both of the Torrance Shops, being awarded monthly payments of \$51.75 each.

A total of 23 employees are now receiving monthly payments through the disability feature of the Company's Group Insurance plan.

Picnic, of which the Mechanical Department were the proud winners.

Friends of Motorman G. Heflin are very glad to learn that his daughter, who has been ill for some time, is showing a greatly improved condition.

The Trainmen of the Western Division extend to Motorman H. Delmar their sincere thanks for his good efforts and accomplishments during his term as Executive Committeeman from their Division.

It was noted with pleasure the return of Motorman R. A. Fields and Conductor C. E. Haskins, who have been away from the Hill Street Station for some time.

Change of time on Air Line effected the bumping of one Conductor Christie; others elsewhere are pursuing a "watchful, waiting" policy.

That he may land on the Echo Park Avenue line is the yearning of Motorman E. Coleman, who is hopeful that others will not bid in on such run.

## 7TH ST. WAREHOUSE NEWS By Daniel Sanchez

Vacation pleasures were still being enjoyed last month by workers of the Warehouse, among those participating in annual leaves being the following:

J. W. Anderson, Agent, found home the best place to recuperate from his strenuous labors.

Miss May Steward, Telephone operator, is back with a fine coat of tan which indicates she spent a good bit of her time in the ocean.

A. H. Ingold, spent two weeks as Major in the Reserve Corps, at the U. S. Army training camp at El Monte.

Foster Whitehead, Foreman of Shed No. 4, also spent his vacation at home, which appealed to him as a good place to rest.

William Mainyard, Checker, took a long trip into the wilds of Arizona.

Evidently we took in too much territory when we claimed the championship horseshoe team, as we received a good beating at the hands of a better quartette. However, we feel that our showing was a creditable one and hope to have the opportunity of turning the tables at some further date.

Forewarned that two could live as cheaply as one, Lloyd Robertson took unto himself a wife in the person of Miss Clara Peterson on August 25th.

If our wishes come true, their lives will be blissful ones.

Now on his way to Chicago to take an examination as Chiropractor, Joe Lopez, Trucker, has the good wishes of many friends for success.

For the past few years Joe spent his spare time in study, the result and reward for which is now about to materialize.



Poor John

Widow: "If poor John had only made a will there would not be all this difficulty about the property."

Visitor: "Do the lawyers bother you?"

Widow: "Bother me? They almost worry me to death. I sometimes almost wish that John hadn't died."—Exchange.

An old maid with bobbed hair and short skirts is like the farmer who locked his barn after the horse was stolen.

**May the Survivor Recover!—**  
TWO TRUCKS CRASH,  
ONE DEAD, ONE HURT.  
—Philadelphia Public Ledger.

Here is a story of preprohibition days. Ole Oleson went into a Minnesota village one day and inquired of the restaurant proprietor: "Got any squirrel whiskey?"

"No," said the restaurant man, "but I can slip you a little Old Crow."

"Aye don't vant to fly," said the Swede, "Aye just vant to yump around a little."

Stranger (at gate)—"Is your mother at home?"

Youngster—"Say, do you suppose I am mowing this backyard because the grass is long?"

"We are in a pickle," said a man in a crowd.

"A regular jam," murmured another.

"Heaven preserve us," exclaimed a lady.

The part of the automobile which causes more accidents than any other is the nut that holds the steering wheel.

Bill Jones was given a six-foot drop; He paid no heed to the traffic cop.

#### Seizing the Opportunity

"Where are you going in such a hurry?" asked Mrs. Bibbles.

"Over to John Jagsby's house," said Mr. Bibbles. "He has just telephoned to ask if I could lend him a cork-screw, and I'm taking it myself."

"Couldn't you send it?"

"Mrs. Bibbles," said Mr. Bibbles, in cutting tones, "the question you asked me shows why most women are unfit to lead armies and make quick decisions in business deals involving millions. When the psychological moment arrives they don't know what to do with it."—Birmingham Age-Herald.

Corporal: I hear the drill sergeant called you a block head.

Private: No, he didn't make it that strong.

Corporal: What did he actually say? Private: Put on your hat, here comes a woodpecker.

Fond Mother—Yes, Genevieve is studying French and algebra. Say "Good morning" to the lady in algebra, Genevieve.

#### Some Epitaphs

Lies slumbering here, one William Ladd;

His speed was good, but his brakes were bad.

Here's Mary Jane, but not alive; She drove her car at forty-five.

Stage Hand (to manager)—"Shall I lower the curtain, sir? One of the livin' statutes has the hiccups."

#### Hiking Made Easy

"Two young men, walking from coast to coast, got off the train here Friday morning."—Glen Elder (Kan.) Sentinel.

#### Getting Back

Squire Green: "Mandy, after I die I wish you would marry Deacon Brown."

Mandy: "Why so, Hiram?" Squire: "Well, the Deacon trimmed me on a hoss trade once."

#### Did It Hurt?

His maiden speech, "As I was sitting on my thought, a seat struck me."

#### One Patient Creditor

They were making a drive to raise funds for an addition to the African Baptist Church. Two colored sisters called on old Uncle Berry, an aged negro, who lived on the outskirts of the village, and explained the purpose of their visit and asked the aged darkey to give something toward the cause.

"Lawsy, sisters, I sho would like to help you-all along," he said, "but I just ain't got it. Why, I has the hardest time to keep paying a little something on what I already owe round here."

"But," said one of the collectors, "you know you owe the Lord something, too."

"Yes, dat's right sister," said the old man; "but he a'n't pushing me like my other creditors is."—Western Christian Advocate.

#### Why Is A Ship A "She?"

Here are some answers to the question:

If you ever tried to steer one you wouldn't ask.

Because it takes so long to get them ready to go anywhere.

They need almost as much dolling up and painting as any woman you ever saw.

A ships' gotta have its own way or it won't go.

Ships always come off the ways backwards, like the members of a certain sex alighting from street cars.

It costs so much to keep one in operation.

Why, they are always calling at some place or another.

Who ever won an argument from them?

Because they are held together with steel.

Because they frequently toss their noses in the air.—(Bethlehem Ship.)

#### Will Iron Burn?

Put a white-hot iron nail under a bell full of oxygen and it will burn brightly and rapidly, leaving a little heap of ash called oxide of iron.

Leave an ordinary nail exposed to our atmosphere and it will burn just as surely, though it will take much longer.

When the process is completed you will have a heap of oxide of iron, commonly called "rust."

"Burning" and "rusting" are similar except for the element of time.

#### The Force of Habit

"Deacon White," asked Parson Jackson softly, "will you lead us in prayer?"

There was no answer.

"Deacon White," this time a little louder, "will you lead?"

Still no response. Evidently the deacon was slumbering. Parson Jackson made a third appeal and raised his voice to a high pitch that succeeded in arousing the drowsy man. "Deacon White, will you lead?"

The deacon in bewilderment rubbed his heavy eyes and announced:

"Lead yourself—I just dealt."—Illinois Central.

The main issue before womankind today is whether to bob it a la whisk broom, feather duster, chrysanthemum or mop.—The Reading Pretzel.

#### Roundabout Vengeance

"Jim, that necktie you are wearing is the worst I ever saw."

"Say, dine with us to-night, will you, old man?"

"Sure! But what's the connection?"

"I want you to repeat that remark before my wife."

#### Quite a Feat

Jim: Teacher, Skinny's cheating. Teacher: How, James?

Jim: Well, in this physiology question of how many vertebrae we have he's trying to count his.—Washington Star.

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## Money Saved is Money Made.

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

Superior quality Silver Vases  
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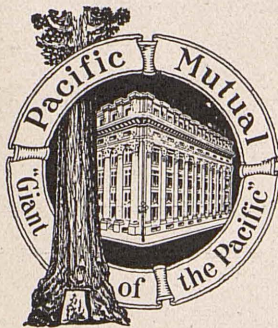
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Agents are located at the following points:

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

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

J. J. Hull, Northern and Southern Division

Los Angeles  
Hollywood  
Long Beach  
Pasadena  
South Pasadena  
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**CONDENSED STATEMENT**  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

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

**ASSETS**

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

**LIABILITIES**

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

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

(Signed) V. H. ROSSETTI, Cashier.

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

**WE PAY INTEREST ON TIME DEPOSITS**

This Bank is Authorized, and fully Equipped, to do, and is doing, a Trust Business.  
This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

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

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A. E. ELLIOTT  
Asst. Cashier  
G. H. NAEGELE  
Asst. Cashier  
E. L. POWEL  
Asst. Cashier

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

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