



THE PACIFIC ELECTRIC MAGAZINE



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Joyous Days at Pacific Electric Camp.

The Job

The job will not make you, my boy,
The job will not bring you to fame
Or riches or honor or joy,
Or add any weight to your name.
You may fail or succeed where you are,
May honestly serve or may rob;
From the start to the end
Your success will depend
On just what you make of your job.

Don't look on the job as the thing
That shall prove what you're able to do;
The job does no more than to bring
A chance for promotion to you.
Men have shirked in high places and won,
Very justly, the jeers of the mob;
And you'll find it is true
That it's all up to you
To say what shall come from the job.

The job is an incident small;
The thing that's important is man
The job will not help at all
If you won't do the best that you can.
It is you that determines your fate,
You stand with your hand on the knob
Of fame's doorway today
And life asks you to say
Just what you will make of your job.

By Edgar A. Guest

'The Rough Road to Personal Success'

Financier Gives His Views on the Need of, and How to Systematically Save a Portion of Income. 'The Plan is the Thing.'

Containing splendid logic and outlining a plan that will be very helpful in one of the most difficult problems of life, saving of a portion of one's income, the accompanying article was delivered in an address by Mr. Henry S. McKee, President of Barker Bros. and a prominent figure in financial circles of this section. We heartily commend Mr. McKee's views on this ever-timely subject to the serious consideration of all employees.

ONE OF THE most interesting things I ever read was a story called, "Poor on Ten Thousand a Year." It was about a man who worked for a salary of \$300.00 a month. He and his wife lived modestly, economically and very happily. They had saved up \$4,000.00 and had it in the Savings Bank. They added something to it every year. Their budget of annual expense included a fishing trip for the man each summer with one of his friends, which cost him \$200.00. Each year found them a little better off than the preceding year. They saved and put in the Savings Bank each year a substantial part of their income and lived on the remainder, no matter how difficult it was to do so. They were prosperous and contented.

Common Mistake

One day he was promoted to be the head of a very important department at a salary of \$10,000.00 a year. They moved into a finer house in a better part of town. They formed a number of new acquaintances among people who lived in a more expensive style. The companionship of these new friends required that they join the Country Club. This necessitated the purchase of a motor car, and with their changed mode of life, innumerable other new kinds of expenses were to be met.

Had they continued their former mode of life, they could now have saved at least \$5,000.00 a year. Under the new mode of life, even though the family income was three times what it had been, the total expenses were so large the man even found it necessary to give up his fishing trip. The \$4,000.00 in the Savings Bank had to be spent. Anxiety took the place of contentment. One evening the man was out taking a walk and he met the President of the Company also walking around. They walked together and the President of the Company finally told

him some of his troubles. He was in receipt of a very large income, but it did not seem to be large enough. In his effort to make it larger, he was carrying a long line of stocks in the market and they were going against him. His wife had set her heart upon a summer in Europe and it was necessary for her to take with her her own limousine and driver, and the President was worried sick trying to make ends meet.

As the man walked home late at night he passed a fruit stand where an old apple woman with a shawl over her head, assisted by her little boy, was locking up for the night. The little boy said, "Mother, here are a lot of apples that are getting rotten spots in them. Shall I throw them away?"

own affairs is not the man one would select to manage larger things. It is purely a question of having the right kind of intelligence and moral courage to act upon it.

The people of France have always been famous for being the happiest people in the world, and it is practically true that there is almost no one in France so poor that he does not save something each year. I knew an American once who held a high position in the Consular Service in France. After he ceased to hold that office, he never came back to America and I asked him why he preferred living in France. He said, "Because it is not considered in France a disgrace to modestly live within one's income as it seems to be in America."

The following statements appear to be facts:

Of the men sixty-five years old 85% are not self-supporting.

Of the men who die 82% leave nothing.

Among all widows 82% must work or be dependent on some one.

Save a Portion

The amount of one's income is not nearly so important as that there shall be some of it unspent at the end of each year.

Most domestic unhappiness has its origin in unregulated family finance.

The saddest of all things in human life is old age spent in poverty.

The most anxious, worried, unhappy man is the one whose expenses are greater than his income, no matter how large the income is.

The most contented and cheerful is the man who finishes the year a little better off than he began it, no matter how trying have been the hardships involved in the practice of rigid economy.

The happiest woman is the one who knows the amount of the family income and knows what becomes of it, who knows that by their joint efforts and sacrifices part of it is being set aside each month to protect her and her children against suffering and want in the unseen future.

The best time to endure the discomforts of self-denial is when you are young and strong and can work, rather than when you are old and sick and can only suffer. It must be done at either one of those times or the other.

It should be the aim of every man

Suggestions That Will Smooth The Road to Success

The amount of one's income is not nearly so important as that there shall be **SOME** of it unspent at the end of each year.

The most anxious, worried, unhappy man is the one whose expenses are **GREATER** than his income, no matter how large the income is.

There is only one certain way of saving a part of one's income, and that is to save it the **INSTANT** it is received.

Our national vice is that we try to get rich quick and it can almost never be done. Intelligent investors **NEVER** attempt it.

When you have some money and want to make an investment, go and hunt one for yourself. Get the best advice you can from some one whose judgment on the subject is entitled to respect and who has **NOTHING** to sell you.

To fail to adopt **SOME** financial plan is simply to betray the confidence of the women and children who have trusted you as being strong enough and competent enough to protect them and protect yourself.

And his mother said, "No, don't throw them away. We will give them to the poor." The man walked along home and as he walked he said, "My God! I wonder who the poor really are."

Now the poor are just the people who allow their expenses to equal or exceed their income, and this is true whether the incomes are large or small. The size of the income does not seem to have much to do with it, though of course it has something. But it is almost entirely a matter of management. A man so weak and incapable that he cannot successfully manage his

to steadily increase his income, and he can usually do so, because with a really competent man, earning power is merely a matter of gradual growth and development as time runs on. But in any case, his total expenses should be substantially smaller than his total income, and always can be. Speaking from experience and considerable observation, it is true that almost every well intentioned man desires to save something for the protection of those members of his family for whose future welfare he has assumed responsibility, and for his own old age as well.

The customary American method of going about this is to decide in a vague way that expenses must be reduced and that something shall be left over to be saved at the end of the year, but no systematic plan is adopted for accomplishing this. Consequently, there is seldom anything left to be saved. It seems strange that this, perhaps the most important thing that can be taught to young people, is never taught. Everything else is taught, but never this.

Avoid Temptation

There is only one certain way of saving a part of one's income, and that is to save it the instant it is received. The percentage of the income to be saved must necessarily depend upon the amount of the income. It should certainly never be less than 10%. In a very great number of cases it should be as high as 50%, at least until all of the purposes of saving have been fully accomplished. The percentage which is saved may begin at 10% when the income is the smallest, but should increase to a steadily larger percentage as the income increases.

Beginning then, with the smallest rate of saving, there must be made a firm decision, never to be violated under any circumstances, that out of each \$100.00 of income \$10.00 thereof shall be instantly set aside and deposited in the Savings Bank never to be withdrawn for any purpose except conservative investment. The man should then say firmly to himself, "I did not receive \$100.00. I received \$90.00. I will keep my expenses for the period within that \$90.00, no matter what the hardship or the sacrifice." The sacrifice, however hard to endure, will be as nothing when compared with the hardship of an old age spent in want, or a widowed and fatherless family starving for the necessities of life.

The common answer to this proposal is, "But it is not possible for me to get along on the \$90.00." The reply to that is, "Suppose it was true that \$90.00 was all you really did get, you would live upon it then." Many do so. You can. It is not pleasant, but the consequences of failing to do so are infinitely worse. They do not terrify you now because they are in the future. But when the future comes and you are compelled to meet it, when it is too late to do anything about it, you will then admit that you could have lived upon the \$90.00, and will wish you had.

The Plan

The average family income in America is \$1,442.50 per year. The expenditure of the \$90.00 (in other words 90% of the family income) must be carefully planned by putting

Dental Office at Sherman Opened for Employees

ANOTHER convenience to employees in connection with dental service was made available last month with the establishment of a dental office at Sherman.



Dr. W. W. Craycroft

Employees residing in the Sherman and Santa Monica bay districts will henceforth have at their disposal dental treatment on a par and at the same low schedule of prices as that in effect in connection with work done by Dr. Kaufman located in the Pacific Electric building. The office will, of course, come under the direct supervision of Dr. W. L. Weber, Chief Surgeon.

Dr. W. W. Craycroft, who was selected as the new Company Dentist at this point, needless to say, comes into the service very highly commended in his profession. For the past fifteen years he has been located in Fresno and based on the success he there attained, will make a very valuable addition to our long list of medical experts.

The new office is located directly across the street from the Sherman car house, over the Globe Drug Company at Larrabee and Santa Monica Boulevard. For the present, during the vacation period of Dr. Kaufman, Dr. Craycroft will spend the morning hours in the dental office of Dr. Kaufman, while each afternoon and evening he will be available to employees at the newly established offices.

This addition to our dental service is the outgrowth of the success achieved during the past 14 months by Dr. Kaufman and provides quicker service and a decided convenience to employees in the Sherman and Santa Monica bay districts.

down in writing a list of all the expenditures which shall be permitted. The total of this list of expenditures must not exceed 90% of the amount of the assured income. It should really be less or else one of the items in the list must be an allowance for all unforeseen expenses not otherwise provided for. This list of allowable expenses is practically what is called a budget. It must be carefully made up. It must include a maximum amount which shall be expended for each single item of expense that is to be met, and no expenditure of any kind whatever must then be made unless it has been included in and authorized by the budget. One of the items of expense should be for Life Insurance.

This is bitter and nauseating medicine to take, but it invariably cures, and it is the only cure there is. The other 10% (or more) of the income will be securely lodged in a Savings Bank. You must put it there the day you get it and before you begin to spend the other 90%.

Now, then, what to do with the savings. They should lie in the Savings Bank until enough has been accumulated to be suitable for permanent investment in a form that will yield a greater income than Savings Banks can pay. The next question therefore will be the occasional investment of sums of \$500.00 or \$1,000.00, and in due course larger amounts.

At this point we encounter the second great American mistake in the management of personal and domestic finances. Most of us do not know anything about the wise investment of money. Our national vice in this respect is that we try to get rich quick and it can almost never be done. Intelligent investors never attempt it. It does happen now and then; just often enough to tempt us to try it. Efforts to do it generally result in the loss of what we are trying to invest. The greatest and most successful investors in America are the Savings Banks and the great Life Insurance Companies. They know more about the subject than anyone else, because that is their business and they have had a century of experience with it. Their history shows that they never lose the funds that they invest. Their duty is to make the funds which they invest earn as large a return as is consistent with safety, and they do so. They never try to get rich quick. They seldom buy anything except very well secured bonds and mortgages, never stocks. Their investments yield them less than 6%. They have learned the danger of trying to get more. It is wiser to follow their example than it is to buy stocks which are being advertised or offered for sale by promoters.

Making Investment

But it is true that there is a middle ground. One need not seek to avoid every possible risk as Savings Banks and Insurance Companies must do because they are Trustees. There are certain risks which are permissible to the man investing his own private funds, but the risks which one assumes should not be greater than are encountered in an established successful, well-managed business. "One may, therefore, with entire propriety buy the common stocks of banks, manufacturing companies, merchants, railroads, public utility companies, and sometimes other businesses, but in each case it must be certain that the business is well established and has been successful over a substantial period of years; that it is managed by men of proved and undoubted ability; that it is of such a nature or so situated that it will probably continue to grow and be increasingly profitable; that its business policy is to allow a substantial part of its annual net earnings to remain in the business instead of distributing all of the profits to the stockholders; and that the business at the time of buying stock in it is making earnings enough to pay a regular dividend and has been paying a regular dividend for some substantial period of time. Stocks of this character are a suitable and proper investment for business men. They usually yield a steady income upon the investment, and as years run on be-

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RAPID PROGRESS ON HARBOR WORK AT LONG BEACH

Announcement was made late last month that the half-million ton mark was passed in the laying of rock in outer harbor construction work at Long Beach. This brings the project to the point where it is now about 30 per cent completed, the contract providing for laying of 1,624,000 tons on the six projects.

Work is progressing at a rate far in excess of contract requirements, according to harbor department engineers, the contracting company now laying between 2500 and 3000 tons of rock per day.

A large share of this now is being placed on the breakwater proper, tonnage there averaging from 1500 to 1800 tons per day. Crews are rushing construction of the breakwater trestle, now about 2500 feet long, with the result that three spans are completed each working day, adding about sixty feet to the structure. As a deeper water is encountered the work grows increasingly difficult, but efforts will be made to maintain the schedule.

This trestle will be approximately 7000 feet long, extending about 3300 feet due south and thence southwesterly toward the San Pedro breakwater for a distance of 3800 feet. It will be the first unit in the government's plan for enclosing the entire outer harbor with rock work.

From this structure will be dumped by far the largest share of the rock entering into outer harbor improvement. It is estimated that more than 1,000,000 tons of granite will be required to complete it and that nearly three years will be consumed in the work.

ANOTHER INSTANCE OF MASS TRANSPORTATION THEORY

To those who believe that the day of the electric street car is over and that transportation in the near future will be borne by automobiles, a recent survey by the Boston Chamber of Commerce certainly raises some doubt as to such a thing ever coming to pass.

A count, taken at Governor Square in the Back Bay where Beacon street crosses Commonwealth avenue and the street cars emerge from the Back Bay subway, showed that between 8 a. m. and 12 p. m. a total of 57,750 motor vehicles, with an average of 1.7 passengers in each car including the driver, passed that point, the total number of persons actually counted being 97,175.

At the same time, according to the figures of the Boston Elevated Railway, some 3,100 street cars passed through this square, carrying 90,000 passengers, or an average of 30 per car. This would indicate that to carry the total number of passengers by this point would increase the number of automobiles to approximately 100,000, or nearly double. In making this estimate, however, it should be borne in mind that practically 90 per cent of the passengers carried in street cars are transferred by this point between

Special Party Business Obtained by Employees

EXCELLENT results continued throughout the month of June due to the extra effort put forth in the solicitation of party business, as was outlined in last month's issue of the magazine. There were 64 special parties handled during the month just passed, totaling 6,277 passengers, F. E. Billhardt, General Agent, Passenger Traffic Dept. advises.

Each of these parties was given what the merchandising business generally term "Personal Service"; and the value of such attention in the handling of this traffic will unquestionably be reflected by subsequent patronage from these same satisfied customers.

The character of the business handled during June varied from that of Church Picnics and Children's parties to deporting aliens and federal prisoners moving under heavily armed Government guards.

It is desired to commend the following employes for their efforts in securing travel of parties which are included in the above total: Trainmaster, O. A. Williams, 54 Long Beach Sciots, to Pasadena and return; Assistant Trainmaster, P. H. Riordan, 125 Members of First Baptist Church, Pasadena to Long Beach and return; Conductor, S. W. Carpenter, 152 passengers from the La Habra, Brea and Yorba Linda district to Catalina and return.

SUCCESS

It's doing your job the best you can
And being just to your fellow man;
It's making money, but holding friends
And staying true to your aims and ends;
It's figuring how and learning why,
And looking forward and thinking high,
And dreaming a little and doing much;
It's keeping always in closest touch
With what is finest in worth and deed;
Its being thorough, yet making speed;
It's daring blithely the field of chance,
While making labor a brave romance;
It's going onward despite defeat,
And fighting staunchly, yet keeping sweet;
It's being clean and playing fair;
And laughing lightly at Dame Despair;
It's looking up at the stars above
And drinking deeply of life and love;
It's struggling on with the will to win
But taking loss with a cheerful grin;
It's sharing sorrow, work and mirth
And making better this good old earth;
It's serving striving, thru strain and stress,
And doing your noblest—that's success.

the hours of 8 and 9 in the morning and 5 and 6 in the afternoon, whereas the automobiles are fairly well distributed throughout the day, with some slight increase morning and night.

MILLION DOLLARS DAILY IS TAX BILL OF RAILROADS

Citing the fact that railroads of this country are now paying more than a million dollars daily in taxes, and that for 1926 six per cent of their entire revenues would be consumed in taxation, as against 4.4 per cent in 1920, was the recent statement of Paul W. Garrett, economist.

"The foregoing estimate for 1926 is based on the fact that during the first four months this year the railroads paid out nearly \$118,000,000 in taxes or 6.7 per cent more than for the corresponding period of 1925", said this authority. At that rate the railroads this year would pay out \$387,000,000 in taxes which is substantially more than the \$341,000,000 paid to the owners in the form of dividends last year.

"Odd as it may sound to those who have not followed the situation, 1926 may be the sixth year since 1919 during which the railroads have been obliged to pay out more to the government tax collectors than they were able to pay in cash dividends to their owners.

"Growth in the tax bill to the new total of roughly a million dollars a day does not come from increased Federal burdens but from the enormous heavier taxes imposed by local governments.

"Before the railroads can materially increase their funded debt they must balance their financial structures through the sale of capital stock and unless adequate dividends may be expected from the railroad shares the investors of the country will not invest.

"All of which is to say that the increasingly large proportion of the railroad dollar that is going into taxes places a burden on the carriers that makes it difficult for them to pay adequate dividends to their stockholders and that in turn interferes with the free flow of investment funds into the railroad industry.

ARIZONA COPPER SHIPMENTS THROUGH L. A. HARBOR

Within the next year 200,000 tons of Arizona copper will pass through Los Angeles Harbor en route to eastern and European markets.

This is the prediction of General Manager Charles H. Spear of the harbor department, who has just returned from a survey trip to Phoenix in company with Chamber of Commerce and steamship company representatives. Spear conferred with many of the heads of Arizona's largest mining interests. He reports that under present conditions the neighboring state is producing 60 per cent of the total copper production of the United States.

Several large shipments of the metal have already passed through the local port this year.

• Accused—"I was not going forty miles an hour—not twenty—not even ten—in, fact, when the officer came up I was almost at a standstill."

Magistrate—"I must stop this immediately or you will be backing into something. You're fined \$25."

The Problems and Practices of Storekeeping

Storage, Distribution, Obsolete and Surplus Material Subjects Covered in Second Installment Covering Our Stores

By C. C. FENIMORE,
General Storekeeper

DURING the last few years very rapid progress has been made in the storage and care of materials. One of the biggest improvements has been unit systems of storage. This system provides, in a general way, for the piling or traying of material in such manner that the bulk of it is at all times counted. Its adoption very materially decreased the cost of annual inventory and made for greater accuracy. It also decreased the cost of storage, since the system requires much less space, variously estimated from ten to twenty-five percent less than under the old system. Perhaps the greatest saving, however, comes from better stock control, in that the section storekeeper knows the actual quantity on hand each month when he is re-ordering stock, in place of guessing as he frequently did under the old plan, and can order quantities in line with his actual needs.

Very great improvement has been made in the storage of materials to prevent deterioration or loss. Modern oil storage systems are a good example of this. Within all our memories we have seen the loss of contents of barrels due to wooden spigots or molasses gates being left open, the value of which would frequently pay for several modern hand pumps which would absolutely prevent loss. Much has been said and very considerable has been done in the prevention of deterioration of steel and iron products from rust, by painting or oiling. Although an intangible element, there is no doubt but that very considerable sums have been lost to railways due to this cause.

While these two items are prominent in the more recent methods of caring for material, the modern storekeeper gives consideration to every article in his stock, to the end that it may be cared for in a manner with the least loss to the company.

Distribution

The question of distribution has an important bearing on stock control, since it is only by proper distribution that the material can be had on hand where it is required. The most modern interpretation of the term "where required" has been greatly narrowed down. Under the old meaning, it was interpreted as the general location or shop. Under the present interpretation it is taken to

mean delivered alongside the truck or car or piece of equipment on which the material is to be used. This requires, at the larger points, that store-shop delivery service be installed and that the stores department take over the service of delivering from store to shops to the immediate job on which the material is required. Its adoption invariably increases shop production in that it encourages the material user to anticipate his requirements to a greater extent than he did when he could send a man to the store for each piece of material as it is required, and that it leaves the mechanic continuously employed at his bench or machine and does not take him away to call at the store for material. At the smaller car repair points small stocks are maintained for current needs and are kept to a minimum by frequent supply car service between such points and the general store.

The investment in motor coach materials, which is rapidly becoming an important item, may be kept at the minimum through an emergency service centrally located, usually in conjunction with an existing store so that needed materials may be picked up from the manufacturer's agent only as

required, allowing the agent to carry the investment.

One of the largest contributing causes to the cost of material and supplies on any railway is the loss due to obsolete and surplus materials. The causes for such accumulations are numerous, some of which are:

Changes in material standards caused by changed operating conditions or knowledge that an article different from what we have been using is better suited to the company's needs.

Acquisition of property or different standard of equipment.

Abandonment or retirement of rolling stock using certain standards of equipment.

Receipt of materials not as ordered which cannot be returned to vendor.

Return to store from other departments materials which are no longer of use to them.

Material left over from new work in excess of that required and not needed for maintenance.

Materials ordered at request of another department in excess of actual requirements.

Too heavy ordering or ordering too far in advance of actual needs.

There are several causes for such accumulations. There is really only one means of prevention and that is by the closest co-operation between the stores department and the using departments. There should be no change in material standards without consideration being given to the materials on hand in which the company already has an investment. It does not always follow that it would be more economical to use the material on hand, but there are a great many cases in which it would be, if due consideration were given to all points involved.

There should be greater co-operation between the two departments in the matter of substitution. Using departments are usually reluctant to act on the substitutions suggested by the stores department and are too prone to stand on the standard which has been set. It is undoubtedly true that substitutes offered by the stores department cannot, in many cases, be made use of, but if only ten percent of the substitutes offered could be

Important Facts Concerning Store's Utility and Expanse of Operation

EMPLYING continuously 156 persons our Stores Department, which carries on hand an average value of material of approximately \$1,900,000 and disburses materials to the extent of \$325,000 monthly, rivals, in the extent of its operations, many well-known mercantile establishments of this section. There are numerous prominent organizations who do not do \$3,700,000 worth of business annually, which figure is the value of merchandise "sold" by our Store.

In its 35,000 items regularly carried in stock, and for each of which an individual record is maintained, will be found a complete stock for maintenance of cars, locomotives and motor coaches, from the smallest cotter key, valued at a fraction of a cent, to car wheels at \$60.00 each. It is constantly ready to supply with dispatch substation and overhead line materials from the lowly carbon brush, costing a few cents, to complete motor valued at several hundred dollars and from lag screws to steel poles at \$100 each. Its stock is constantly subject and ready for call from the Engineering Department from the insignificant tie plugs at a tenth of a cent each to double track crossings at several thousand dollars.

As showing the tremendous volume of disbursements during the past year it supplied to using departments in excess of 222,000 cross ties; 134 miles copper trolley wire; 83,000 lbs. cotton and wool waste; 66,000 gals. lubricating oil; 4,100 cast iron and steel car wheels; 313,000 signal fuses and 251,000 signal torpedoes.

used, that ten percent would materially aid in decreasing the value of obsolete and surplus material on hand.

On electric railways, where each new piece of equipment is an improved type and frequently such an improvement that the old equipment cannot be longer operated economically, the opportunity for obsolescence is very great. Electric properties are all confronted with same problem and often electric equipment obsolete with one road is obsolete with practically all others. However, there does seem an opportunity for the exchange of certain materials between electric lines where some roads may yet be using equipment obsolete with another, and efforts should be directed along this line.

Too great emphasis cannot be placed on the co-operation which should exist between stores department and using department in the acquisition of material, particularly as it applies to acquisition for long periods of time before actually needed for use, and that should be constantly before the employees of both departments, that once the material is on hand, the investment has been made, and further, that such investment instead of bringing in a revenue, is causing an expense of at least twelve percent per annum in interest on investment and in carrying charges.

Accounting

A prime essential to stock control is correct material accounting. There are two important features in connection with this, one that the pricing should be performed by a competent material man in the stores department, adjacent to the material and where the employee may have access to it. The other essential is that the accounting should be on a current basis. Stores department is very largely judged by the results obtained, and the final results are reflected in the monthly balance sheet showing total at beginning of month, receipts, total to account for, disbursements and balance on hand at end of month. Unless accounting features are maintained on a current basis and can be completely compiled within thirty days following the transaction they are of little or no value in stock control.

Adela M. Symington

Sympathy, in great measure, goes out to Mrs. Martha Uplinger, mother of our late associate, Adela M. Symington, because of the loss by death that recently invaded her home.

After a long, long illness, during the last 17 months of which she was confined to her bed, Mrs. Symington passed away on the morning of June 24th.

For many years she was a member of the Accounting Dept., and had formed many firm friendships throughout the years, and to whom her wonderful patience and fortitude throughout her great last trial will ever be regarded something beyond human comprehension.

Eternal peace be her portion.

Accommodation and Meal Charges at P. E. Camp

FOR ready reference to those contemplating a vacation stay at P. E. Camp, the tabulation below, heretofore appearing in the Magazine, is repeated. By consulting this employees can figure accurately just what a visit to the Camp will cost them.

In the case of families, intending to prepare their own food, only two items of cost need be considered—lodging and transportation from San Bernardino to the Camp. Groceries and supplies can be purchased at the camp just as cheaply as elsewhere. The Company furnishes plenty of amusement at no cost whatever to the visitor.

Weekly Rates

Tent Cottages	\$ 7.50
Single Cabin	12.50
Double Cabin	17.50
Guests, Add Per Guest	4.00
Dormitory—Single	5.00
Dormitory—2 Persons	7.50
Guests, Add Per Guest	3.00

Day Rates

One Person, Dormitory	\$1.00
Two Persons, Dormitory	1.50
Two Persons, Tent Cottage	1.50
Two Persons, Single Cabin	2.00
One Guest, Dormitory	1.50
Two Guests, Dormitory	2.00
Two Guests, Tent Cottage	2.00
Two Guests, Cabin	2.50
One Guest in Cabin	1.50

With Employee 1.50
 * Employees may double and occupy same quarters and save money as follows:

Per Week

Tent Cottage, 4 or less	\$10.00
Guests, Add Per Guest	1.00
Single Cabin, 4 or less	15.00
Guests, Add Per Guest	2.50
Double Cabin, 6 or less	20.00
Guests, Add Per Guest	2.50

Meals—Employees' Rates

Breakfast	\$.50
Coffee and Toast20
Coffee and Hot Cakes25
Fruit10
Lunch75
Dinner75

Meals—Guests' Rates

Breakfast	\$.75
Lunch	1.00
Dinner	1.00

Occupants of Cabins and Tent Cottages may purchase prepared food, or do all or part of their own cooking.

J. W. MEE HONORED

Quite an honor was conferred last month upon J. W. Mee, General Agent, San Pedro, upon his election to the Presidency of the Lion's Club of that city for the ensuing term.

Mr. Mee, as the distinction shown him would indicate, is a highly popular citizen of the harbor district. He has been active and instrumental in the accomplishment of many worthy projects fostered by the harbor city's Chamber of Commerce.

Mr. Mee is well-fitted to direct the work, and splendid ideals of the Lions Club, a fact we predict he will demonstrate ere long he is in office.

How much will a Scotchman drink?
 Any given amount.

DISTANCE TO SUBWAY TRAINS LESS THAN OTHER STATIONS

Some enlightening information with reference to the distance in feet passengers are required to walk to and from trains in the large eastern terminals as compared with our new Hill Street subway station was recently divulged by Chief Engineer Johnson.

Showing that this distance in our own terminal is not prohibitive, and in fact, less than in some of the new modern stations, Mr. Johnson supplied the following information:

	In.	Out
Grand Central Station, New York City	790 ft.	790 ft.
Pennsylvania Station, New York City	630	630
New Chicago Union Sta.	720	720
P. E. Hill St. Station.	596	506

In all of the above instances the point on the train platform to and from this distance is figured is equivalent to the center point of a train platform with a train of six cars along side. This assumption was made so that the longer train platforms in the New York stations, which accommodate 10 to 12 cars in a train, would not be penalized for that reason, and to make them comparable to our Hill Street train platforms.

Mr. Johnson pointed out that had stairs been used, which construction is not now looked upon with favor, the distance in our station could have been materially shortened and expressed the opinion that the superior advantage of ramp construction over stairs more than off-sets the additional distances required to walk by reason of such construction.

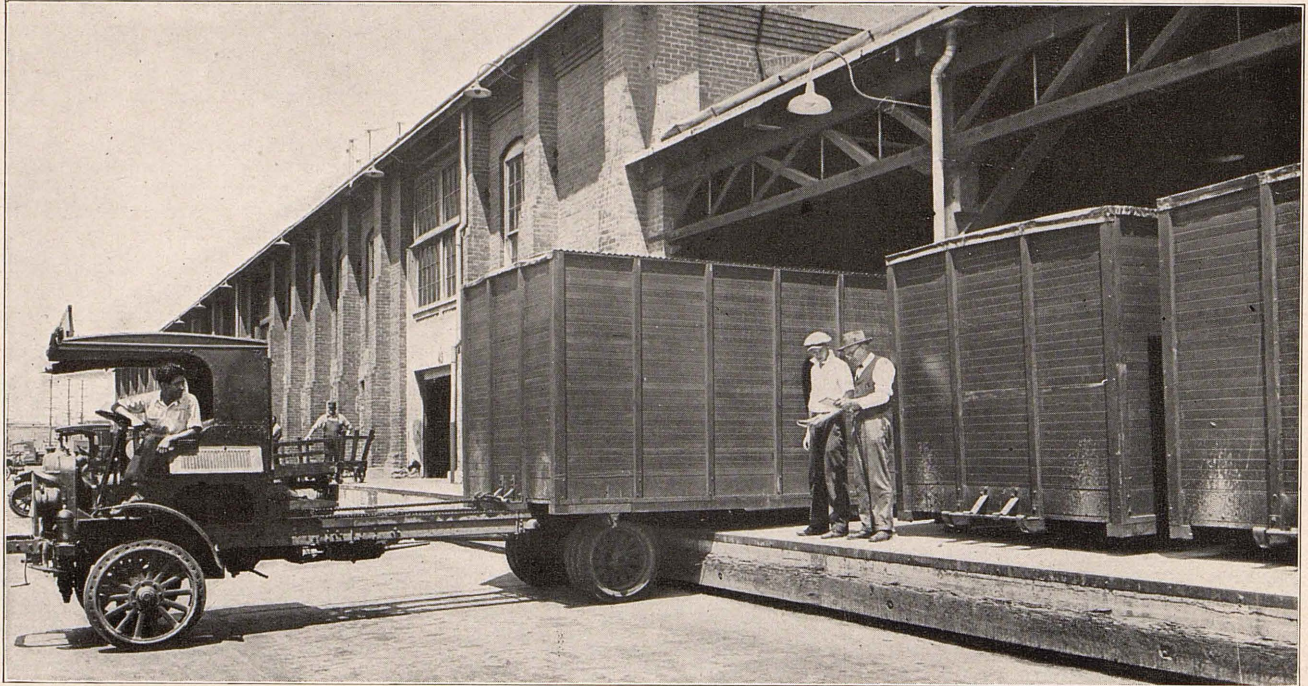
HIGHWAY ACCIDENTS CLAIM 23,000 VICTIMS YEARLY

Chiefs of police throughout the country are practically unanimous in declaring that speed maniacs and drunken drivers figure prominently among the major causes of highway accidents, which last year took toll of 23,000 lives, injured nearly 1,000,000 persons and caused property damage estimated at more than \$2,000,000,000.

To reduce this amazing loss of life and property the chiefs suggest a uniform law requiring that cars be constructed in such a manner that the maximum speed capacity to be no more than forty miles an hour, and that all drivers of cars found in an intoxicated condition be fined heavily and sent to jail, as well as have their driver's license revoked.

These facts were disclosed by an investigation conducted by the American City Magazine, in which nearly 500 chiefs of police were interviewed on the subject of highway accidents and their prevention. The results of the survey were submitted to the second national conference on street and highway safety held recently in Washington under the supervision of Secretary of Commerce Hoover.

SPEEDING THE TRANSFER OF L. C. L. FREIGHT



The mere shifting of a lever loads and unloads vans on an endless chain seen in the picture above, eliminating the previous waiting time of truck and expediting handling at warehouse. Three trucks now keep 22 vans continuously moving with L. C. L. freight.

CHARITY RECEIVES BULK OF COMMUNITY CHEST FUNDS

The Los Angeles Community Chest is actually sending 94 cents out of every dollar contributed to charity, the other six cents being used for campaign and administrative expenses. Heretofore it took 15 per cent and more of the funds collected by hundreds of individual organizations annually, to pay for inefficiently conducted campaigns.

Dribblings of nickels and dimes given promiscuously can do little good; given in concentrated sums, once a year, to a united social service program such as the Los Angeles Community Chest offers, this money will reach the really needy, poor and unfortunate.

That the Los Angeles Community Chest plan is sound is evinced by its adoption in 208 American cities. That it is successful is shown in the increasing service to humanity without respect to creed or race.

Agencies in the Los Angeles Community Chest not only feed and clothe the needy, but give them an opportunity to work their way back to self-respect and self-support.

Mary had been spanked by her mother. She was crying in the hallway when the minister entered.

"Well, well, what's the matter with my little girl today?" he inquired.

"It hurts," she sobbed.

"What hurts, my dear?"

"The back of my lap."—Ex.

By G. W. Orr
Asst. Agent, L. A. Freight Terminal

IN A PREVIOUS article mention was made of the transfer or interchange of merchandise by truck between the depots of the four lines in Los Angeles, a feature then in its experimental stage, but which has become, in all probability, an established means of transfer.

A fleet of 22 vans is now employed in this service and since its adoption, February 1st, an average of twelve hundred tons per month has been hauled between the four freight stations.

The outstanding feature is that all of this great quantity of freight reaches its destination one day sooner than it would have under the former method of transfer by switching service. A saving is also accomplished in the depot warehouse by having the vans placed at convenient locations so as to cause a minimum trucking distance between cars and vans.

So little time is required to pick up and set off the vans and to transport them between stations that only one truck is required in the forenoon and two in the afternoon to handle the entire fleet. The trucks are equipped with an endless chain device operated by the motor which slides the vans on or off in less than half a minute and the running time between stations varies from 5 to 20 minutes, according to distance.

The equipment was designed and built by E. A. Cochran, Manager of the Citizen's Truck Co. to whom much

PILGRIMAGE PLAY AND BOWL CONCERTS BEING STAGED

The Pilgrimage Play, depicting the "Life of Christ", began its Seventh Annual Season on Wednesday, July 7th, and performances are to be presented nightly, Sundays excepted, for a period of six to eight weeks. The production is being staged in the Pilgrimage Theatre, located at Cahuenga and Highland avenues, Hollywood, starting at 8 p.m. The price of admission: \$1, \$1.50, \$2 and \$2.50.

Another summer season of concerts at the Hollywood Bowl was begun Tuesday night, July 6th, and will continue on Tuesday, Thursday, Friday and Saturday evenings of each week until August 28th. These concerts are scheduled to start at 8:30 p.m. Price of admission by book containing 40 coupons, is 25 cents, otherwise single admission charge is 50 cents.

Both of the foregoing events are attracting banner crowds and causing considerable extra travel over our lines.

Hearts, like doors, will open with ease
By very, very little keys;
And don't forget that two of these
Are "Thank you, sir," and "If you please."—Exchange.

credit is due for the successful inauguration of this time saving service.

The accompanying photograph taken while one of the vans was being picked up illustrates the ease with which the operation is performed. The mere shifting of a lever and the engine does the rest.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The June meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms June 2, at 2 p.m. The following were absent: H. G. Priest, L. H. Covell, H. J. Wilkerson, L. H. Newport, J. R. Buster, J. Hanselman, H. L. Legrand, H. E. Foskett, P. H. Mann, O. C. Black, J. W. Anderson, H. Ross, T. L. Wagenback, B. Schermerhorn, B. F. Manley, Fred Guenette, T. J. Day and L. A. Lovell.

Club Fund

Balance, 5-1-26\$ 29.96
Receipts 1100.50

Total\$1130.46
Disbursements 1113.85

Balance, 5-31-26\$ 16.61

Relief Fund

Balance, 5-1-26\$ 249.23
Receipts 563.00

Total\$ 812.23
Disbursements 578.75

Balance, 5-31-26\$ 233.48

Unfinished Business

Owing to the absence of President Lovell, who was on a trip east, C. Thorburn was asked to take the chair.

Mr. Thorburn brought up a discussion as to whether an employee might join the Mortuary Fund during any time of his service or should he be barred from membership if not a member within the first five years. Considerable discussion arose over this, which was happily settled by an excellent talk given by Mr. Annable, who went into the theory of the Mortuary Fund at some length, explaining many features which the Committee had not taken into consideration. The Committee agreed to leave the Mortuary Rules as they have been voted on at a previous meeting of the Executive Committee.

New Business

After carefully discussing various dates in August, the Committee voted to have the Annual Picnic at Redondo Beach on August 14. As this is one of the most important events of the entire year, much effort will be made to make it more successful, if possible, than ever before.

The Executive Committee voted to re-elect N. B. Vickrey as President of the Picnic Committee and Mr. McCammond as Secretary and Treasurer. These two men have proved so successful in the past that the Committee were reluctant to make a change. Mr. Vickrey made a brief talk and asked for the full co-operation of all those who were selected by him to serve on the various committees.

Mr. Brown gave a most excellent report on the entertainment and dance

given for the employees of the Northern Division at Pomona on May 11. The music was praised highly and everyone enjoyed himself to the utmost.

Messrs. Spencer and Miller gave a good report on the entertainment and dance for the employees at Sherman on May 18. While the crowd was not as large as was expected, every one had a good time and hoped that they might again have the same opportunity.

Both Mr. Spencer and Mr. Thorburn gave a glowing report on Camp conditions, the latter found the fishing very good and highly enjoyed himself while in the mountains.

Mr. Vickrey stated that ninety-two people were registered at the Camp during the week-end of May 29, 30 and 31. The Rod and Gun Club were there in a body and had a delightful time fishing in the lake. Mr. May was the most successful fisherman of the trip. The Camp is now in better condition than ever before to give our employees a royal vacation in the mountains. For those who like to hike, new trails have been made and a summer house at the top of the hill for the weary hiker to rest when the summit is reached.

P. E. CLUB BULLETIN

From July 15 to August 15, 1926
Thursday, July 15:

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

Friday, July 16:

General Staff meeting, 10:30 a.m.

Monday, July 19:

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

Friday, July 23:

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

Monday, July 26:

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

Monday, August 2:

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

Wednesday, August 4:

Executive Committee meeting, 2:00 p.m.

Friday, August 6:

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

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

Monday, August 9:

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

Tuesday, August 10:

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

Masonic Club meeting, 7:45 p.m.

Wednesday, August 11:

Rod & Gun Club meeting, 8:00 p.m.

Saturday, August 14:

P. E. Employees' Annual Picnic at Redondo Beach.

Friday, August 13:

Car Foremen's meeting at the Club.

Safety First

The aviator's wife is strange

In one way, beyond doubt;

Her heart rejoices when she sees

Her husband down and out.

—R. M. in the Boston Transcript.

SHOWS CONTINUE AT CLUB

P. E. Club members are requested not to become confused with the fact that the Club Dances discontinue for the summer and the vaudeville shows which are given every two weeks at the Club. These delightful shows will continue every alternate Friday night during the summer months and members are most welcome to attend whenever it is possible for them to do so.

It is surprising the quality of talent which is obtained for these Club shows and our employees often are given the pleasure of hearing skilled artists sing, play or dance in a performance which would be well received by the public anywhere. There is always something in store for all which is new, fascinating and strictly up-to-date.

LAST DANCE OF THE SEASON

With a big Barn Dance the P. E. Club closed a most successful dancing season at the Club for the summer months. Those who were present can testify to a most delightful and unusual evening spent among friends in bizarre costumes which added not a little to the merriment of the evening. Several couples came with masks which were worn until the Grand March, when the three most appropriately dressed couples were chosen by the judges to receive first, second and third prizes.

The first prize was won by Miss Ruby Penn and Oron Glenny, the latter employed in the Parcel Room. Second prize was taken by Miss Mabel Welch and Charles Schmitt of the Northern Division Stations, and the third prize was awarded to Ann Trombator and Fordis Bond. The fact that these couples were well chosen was proven by the ringing applause that greeted the announcement of the winning couples.

BOOKS WILLED TO LIBRARY

The Club has just added to its extensive library the private collection of books of Mrs. Adela M. Symington, whose sad passing last month is elsewhere recorded in the Magazine. Through her kindness and thoughtfulness a total of 48 volumes of excellent works of fiction, history and poetry will be enjoyed for many years to come by those taking advantage of the library at the Club.

In this connection is it here timely to suggest that the Club will be happy to receive such books as may no longer be desired by employees. While the library is well stocked there is a constant wear and tear that makes necessary disposal of a few books monthly and receipt of additions from time to time will be acceptable and add to the pleasure of others.

Her Little Fad

Cautious Lover (with limited income)—"Tell me, dearest, are you very fond of clothes?"

The Beloved—"Clothes! My dear boy I'm the dowdiest little old-fashioned, frump. No, my vice is pearls."

—Punch.

JULY AT P. E. CAMP PROMISES LARGEST ATTENDANCE YET

With a record breaking attendance at the P. E. Camp in June, the month of July seems likely to far exceed in visitors the same month of any previous year experienced at our mountain resort.

Late last month a total of 50 reservations had been made setting aside accommodations for a total of 151 persons. At the rate inquiries were being made it is more than probable that accommodations will be at a premium. "First come, first served," says Manager Vickrey, so in order to secure the accommodations desired employees are requested to make their reservations early.

Those who had made reservations for a stay at the Camp late last month, together with the number of their party and the dates of their stay, are as follows:

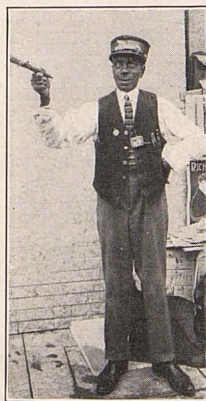
Names—	July
M. K. Jessup and wife	1-3
C. F. Watson, wife, sister and mother	4-10
M. Donovan, two daughters and guest	14-20
F. C. Ream and wife	22-28
W. Wamsley, wife and two guests ..	1-3
E. Hunkins, wife and daughter	4-10
W. P. Peck and wife	18-24
Helena Bettis, and mother	1-3
F. E. Gillice, two children	7-13
L. A. Dix, wife and daughter ..	18-24
Dan Davis, wife and daughter ..	1-3
H. W. Webb and wife	18-24
Mrs. Lee Cash and daughter	1-6
Mrs. G. A. Gilks, two guests	1-4
Eddie Eucker, two guests	3-4
C. E. Hunt, wife, two children and two guests	3-4
H. A. Bradhurst	3-4
A. B. Wood	3-4
N. E. Mundell, wife and two guests	4 only
J. W. Buchanan, wife and two children	3-17
O. O. Collins, wife and five guests ..	3-4
S. A. Walters, wife and mother ..	3-4
E. J. Ferree, wife	3-4
Louis Lipschultz, three guests ..	4-17
H. J. Schumaker and guest ..	25-Aug. 7
F. T. Taylor and son	1-13
B. W. Meisenheimer, wife and mother	29-Aug. 5
W. R. Albee, wife and two guests ..	1-6
W. H. Snyder, wife, son and guest ..	7-14
Mrs. L. Feddema and daughter ..	7-13
C. C. Taylor	3-4
A. Campbell	3-4
J. H. Lloyd and wife	11-24
G. W. Quesenberry and three guests	3-4
L. H. Keene, wife and two guests	4 only
R. Walton, wife and child	3-9
Elsie Comontofski	3-4
A. B. Doran, wife and two children	4 only
Florence T. Gretz and mother	3-10
G. Rathling	4 only
A. H. Hildebrandt and wife	18-13
Anton Prejsa, wife and son	7-13
J. W. Boehme, mother and sister ..	14-20
I. T. Aney, wife and two children ..	6-12
J. G. Clark, wife and two children ..	14-20
Matilda Johnson	3-4
Emma Bosil	3-4

He's the Busiest Man On Hill Street

THE busiest man on Hill street is Christopher Jackson Jones!

While the name of said Christopher Jackson Jones may not be found on the official Pacific Electric pay roll, those who travel on our cars past his "business establishment" at 11th and Hill streets, will tell you that he works more diligently for this railway than many who receive a pay check twice monthly regularly. And not the least amusing feature about him is his Mississippi dialect which he presses into service in telling about his troubles.

When not directing train movements, he directs the movements of shoe shining implements, runs a bank, sells newspapers, etc., at the above mentioned business establishment. But coming first above all else, as this busy man will tell you, is his part in the prompt arrival and departure of all P. E. trains "crossing my in-tastation."



C. J. Jones

"This P. E. Railway is the finest road on earth," harks Mr. Jones. "But that's one thing I'se got agin' it. It's got some of the world's most hard-headness Engineers and Conductors. Some of 'em been working on this heah division for yeahs and don't understand my signals yet. How's they 'spose I'se going to do my stuff if they don't pay 'tention? I 'speak Ah'll have to report 'em pursonally to Mr. Ponchas."

Whereupon C. J. Jones, noting the approach of a southbound beach train, pulls out his watch, checks its time arrival, gives a couple of trick manipulations with his red flag and admonishes the train crew to "make yoself scarce."

Returning to his post, where some fifteen minutes before he started to shine a customer's shoes, C. J. again proceeds to put on the finishing touches. Hardly had he started when he again consults his watch, begs his customer's pardon, runs to the bank next door adjoining and solemnly announces to the workers, "put away your work and make all yoselves scarce till tomorrow morning."

We repeat, Christopher Jackson Jones is a busy man!

B. L. Livingston, wife, 2 children and 4 guests	3-4
F. B. Spencer, wife and 2 children ..	7-13
Mrs. John Brown and daughter ..	24-31
N. E. Cates	3-4

She—My, what a wicked parrot! It must have been kept on board a ship.
Dealer—No, lady, in a garage.

CHOOSE TRAINMEN TO WORK ON SAFETY COMMITTEE

Official bulletins issued last month by the respective division superintendents stated that the following Trainmen had been selected to serve on the Safety Committee during the months of July, August and September:

Western Division: I. E. Black, Conductor, Hill Street; W. E. Kirby, Conductor, Sherman; T. R. Burt, Motorman, Hill Street J. M. Chadwell, Motorman, Sherman; D. G. Garlock, Conductor, Sherman; J. D. Keeney, Motorman, Sherman.

Southern Division: F. M. Willard, Conductor, L. A. St. Yard; T. C. Garnett, Motorman, Santa Ana W. C. Houston, Conductor, Long Beach; W. J. Burns, Motorman, L. A. St. Yard; J. B. Bone, Conductor, San Pedro; J. N. Armstrong, Motorman, 8th and Hemlock.

Northern Division: A. E. Amos, Conductor; I. E. Murphy, Conductor; O. C. Jordan, Conductor; G. W. Woodbury, Motorman; W. W. Montrose, Motorman; R. C. McPherson, Motorman.

"It will be their duty," stated the announcement, "to bring up for consideration and discussion any unsafe operating practices or hazardous conditions that same may be corrected.

"They will appreciate your co-operation to the extent of calling their attention to conditions or practices which appear to be unsafe or detrimental to the service."

Too much stress cannot be laid upon the importance of this committee to the railway, its patrons and employees and no greater opportunity is afforded an employee to distinguish himself in the Company's service to efficiently serve on this committee, which means constant vigilance for hazards, solicitation of them from fellow employees and reporting them promptly.

Redondo Beach Summer Program

During the summer season there will be band concerts, vaudeville and soloists Sundays and holidays and a special children's day every Wednesday when free dancing, vaudeville shows and other entertainments will be offered together with free gifts to all boys and girls.

The Bath House, which is considered the best on the coast, will be open daily from 8 a.m. to 10 p.m. and on Sunday, from 8 a.m. to 6 p.m.

The Ballroom will be open every evenning (Mondays excepted) and Owen Fallon's Californians, a popular orchestra of nine high-class musicians, will play the dance music.

Motor boats will leave the pier hourly carrying passengers to the numerous fishing barges anchored off shore.

Double Duty

A man named Du Bose met a girl Who lisped through her teeth of pure pearl.

"I'll hug you or kiss you," he swore with an oath.

She lisped with surprise, "Oh, Mr. Du Both.—Princeton Tiger.

THE PACIFIC ELECTRIC



MAGAZINE



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Employees of the Pacific Electric Railway.

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

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July 10, 1925

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

THERE is much profit in store for our employees who will intently read and heed the article appearing in this issue on thrift by Mr. Henry S. McKee, a highly successful local business man of national reputation.

In his straight-from-the-shoulder advice one does not find meaningless words, but cold, hard facts and figures with their interpretation based upon experience. It is not an address of theory, but a plan for success that has been definitely proven, and is commended to our readers with the sincere hope that its guidance may be followed.

"Lady Luck" plays no real part in the struggle for success. Planned finance is sure. Chance is merely a "flirt" who deceives men and women. Most all of us have learned it by some bitter experience.

The real road to assured success lies in our having a definite plan and sticking everlastingly to it until the goal of our ultimate aim is reached.

A proven plan is that pointed out by Mr. McKee.

"It Floats"

Station BUZ talking! The next selection by Mme. Yellenholler will be Massenet's "Elegy" with Mr. Ticklenote at the Knabe piano. Mme. Yellenholler is in very good voice tonight as she has just gargled with Scott's Tonsil Cream. She says she will have no trouble with her waves tonight as she wears her Duro Belle Hair Net. Mr. Ticklenote wears the latest style Arrow Collar, and also a new Kirch-

"Per-Diem"

I would like to call attention to a single little word
That there's not a railroader living can say he never heard.
The car clerk and yard checker—the conductor and the crew—
The agent and yardmasters are all familiar with it, too.

It's a word of seven letters with a hyphen in between,
But what a lot of dollars this little word can mean,
And it's known to employees, all of 'em,
By the little word "Per-Diem."

Per-Diem is just a dollar that this railroad has to pay
For each piece of foreign rolling stock that stays with us a day.
We've got to spend a good, hard buck for every load or light
That lingers on our right-of-way past twelve o'clock that night.

It doesn't sound much for that foreigner you've got down on the "hold",
Or that foreign empty on the industry that's getting kinda old,
Or that pair of loaded flats that's waiting for a trip,
Or that foreigner that's standing on the rip.

But when you count this station and the other stations, too,
Try and see the hole it's eating in our railroad's revenue.
Shake a leg and get them moving; never let a stranger stop
'Til it's on the interchange track before 12 o'clock.

When you find a foreign resting on the rail,
Find out why it ain't a-moving and then step on its tail.
Keep 'em moving—keep 'em stepping, if you have to run 'em hot—
For each day costs us a dollar when they're standing on the spot.

(Author unknown).

baum suit, which is very becoming. Mme. Yellenholler was right on time this evening as she has a new set of Kelley-Springfields on her Cadillac. She says she uses Mobiloil exclusively, and that her Snappy Snubbers save the jar on her Adam's apple and keep her voice in good shape.—Judge.

'SWITCHBACKS' TO P. E. CAMP TO BE ELIMINATED

Construction of a high-gear" road to the crest of the San Bernardino Mountains at a cost of approximately \$450,000 as a joint State and Federal project was virtually assured last month when the Board of Supervisors announced the county would participate in the construction program.

The California Highway Commission has approved the project and will appropriate \$100,000 toward the financing if the United States Forestry Bureau advances \$300,000, it was announced by Secretary W. F. Mixon of the commission.

The project includes the building of a highway from upper Waterman Canyon to a point joining the crest road near Squirrel Inn on the summit, a distance of 6600 feet. The preliminary survey by Federal engineers provides for an average grade of 4 per cent with few sharp curves permitting high-gear travel in automobiles.

The new route would eliminate the "switch-backs" in the present highway and bring the abandonment by the State Highway Commission of the road between Panorama Point on the switch-backs and Squirrel Inn.

The county will construct a link in the new system connecting crest line with the proposed highway at a point in upper Waterman Canyon along the old Mormon trail built in the '50s by Mormon settlers as a logging road. The county will also maintain the high-

P. E. BAND RENDERS MUSIC ON TOUR OF SOUTHLAND

The Pacific Electric Band was given the honor of being the official musical organization with the Boulder Dam Industrial Boosters Caravan which left Los Angeles Monday, June 28th, for a four-day tour of 42 leading cities and towns of Southern California, advises Earl Moyer, manager.

Music for the closing celebration in Montebello Park Friday evening, July 2, consisting of concert and dance numbers, was also rendered during the campaign.

The band made the entire trip in one of the Company's big red passenger busses, which was in charge of Operator J. H. Stowe.

Many laudible comments on the excellent music rendered were made at various points during the tour.

way system between Crestline and the Squirrel Inn not included in the new program.

The highway will be Southern California's finest mountain road a boulevard to the crest, according to Federal engineers, who directed the survey.

An Essay on the Frog

By a Norwegian Boy

What a wonderful bird the frog are
When he stand he sit, almost;
When he hop, he fly, almost;
He ain't got no sense, hardly;
He ain't got no tail, hardly either.
When he sit, he sit on what he ain't
got, almost.

No Musical Kick

They say candy is a substitute for liquor, but it never makes a man want to sing Sweet Adeline.—Pittsburgh First.

Power Rectifier for Substations

Official Explains Development and Details of Mercury Arc Rectifiers

The following is an extract from paper prepared by S. H. Anderson, Superintendent of Power & Equipment, read before the California Electric Railway Association at their last meeting held in Los Angeles.

THE mercury arc rectifier of suitable capacity for use as conversion equipment in electric railway substations, is a comparatively recent development. While the principles involved discovered by Cooper-Hewitt have been utilized in small units for years, in the familiar mercury arc rectifier for charging storage batteries and in motion picture projection service their use has been restricted on account of lack of large units of adequate capacity.

In general, a rectifier of which there are several types, is a device without moving parts, which rectifies alternating current, that is, reverses every other half wave, so that the current will be made to flow continually in one direction.

The mercury arc rectifier is of the valve type and depends upon the action in a vacuum of an arc in mercury vapor and with mercury and iron as electrodes. The current will pass from the iron anode to the mercury cathode; but will not permit passage in a reverse direction.

While development work has been in progress for a great many years on the large sized units, both in this country and in Europe, it appears that the greater progress was made in Europe and we find that as early as 1914, the use of comparatively large sized units in Switzerland, with an increasing number each year, subsequently throughout Europe.

In general, the modern polyphase mercury rectifier consists principally of a round steel tank for enclosing the arc, with iron anodes and a mercury cathode. The cathode is in the center of the bottom of the tank and consists of a quartz cup containing mercury.

For successful operation, high vacuums are essential. The air in the tank is exhausted by either a two stage vacuum pump which is the practice in Europe, or by two exhaust pumps connected in series, as is the practice in the U. S. The vacuum is reduced to less than one micron (one thousandth of a millimeter of mercury).

In addition to the pumps, it is necessary to maintain a small capacity motor generator (2 or 3 kw.—125 volts), to operate the exciting arc and auxiliaries.

One of the most serious difficulties and the greatest problem in connection with the development of high capacity mercury arc equipment has been the construction of a seal at the anode in the steel cylinders, that will withstand the temperature changes, and remain absolutely airtight. The difficulty has apparently been overcome

June Camp Attendance Largest Yet Recorded

THE banner June month in the history of P. E. Camp.

Such as the fact disclosed early this month following tabulation of the attendance at our resort, which showed that 117 visitors had registered during the month. In view of the fact that schools did not close until late in the month, preventing many families with children attending, the showing is considered excellent.

Reservations for July indicate that this month will far exceed in number of visitors the same month of any former year, and it is certain that the Camp will be well filled throughout the month. The housing capacity of our resort is approximately 150 persons.

Early indications point to August also being a record-breaking month.

both in Europe and the United States, by two entirely different methods.

In the United States, the problem has been solved by developing a seal made of a heavy glass cylinder 4 to 5 inches in diameter, in to the bottom and the top of which is spun an iron cap. The process involves the heating of the glass and iron during the spinning process, to a point where actual fusion takes place.

In the European developments, it is provided by a patented mercury and asbestos seal.

Regarding maintenance and operation, the ordinary source of failure is due to sustained overloads, resulting in an internal flashover. It is claimed that serious harm is rarely done by an internal short circuit, which ordinarily only calls for the opening up of the rectifier, and either charging or re-polishing the affected electrodes. The equipment is noiseless in operation, and accessible for repairing and cleaning. Mercury arc rectifier equipment is characterized by high efficiencies at low loads.

Practically the only inspection necessary, is that of the vacuum pump, which is of major importance in the operation of the rectifier.

He Dances Like Father

"My," exclaimed Mr. Klumsay at the Sophomore contillion, "this floor's awfully slippery. It's hard to keep on your feet."

"Oh," replied the fair partner, sarcastically, "then you were really trying to keep on my feet? I thought it was purely accidental."—Lehigh Burr.

REDUCED FARES TO BEACHES AND L. A. ON WEEK-ENDS

As a stimulant to increased summer travel the Company early this month inaugurated special week-end excursion fares from 29 interior points on the system to both Los Angeles and all beach resorts served by our lines. The reduced week-end rates effect a fare reduction approximating 35 per cent, and in many cases the saving is even greater. The new rates became effective on July 3rd and will remain in force throughout the summer season.

Stipulation is made that these excursion fare tickets may be obtained only from regular station agents and will not be sold by conductors on trains. The tariff provides that going trip may be made either on Saturday or Sunday of each week with Monday following date of sale as return limit.

During the past several years the Company has had in effect summer excursion fares to beaches from interior points, but this year the reduced rates are also effective to Los Angeles from many of the larger points on the system.

HOLLYWOOD REMAINS FIRST IN CINEMA PRODUCTION

In refutation of the report circulated that Hollywood is losing its grip on the motion picture industry, and is soon to be bereft of its identity as the motion picture capital of the world, the Hollywood Chamber of Commerce cite the motion picture production increases running into many millions of dollars, together with the added millions already expended and still to be spent in 1926 for studio improvements.

That Hollywood will continue to hold its distinction as the center of this industry is evidenced by the expansion program planned and in effect by the nineteen motion picture studios located there, eight of which are the largest in the world, the Chamber of Commerce declares.

Expenditures in Hollywood such as those being planned by eight of the largest producing companies during the current year for expansion of production units, amounting to \$6,000,000, do not indicate early abandonment of Hollywood as motion picture capital.

As an illustration of the scope to which this industry affects these parts it is interesting to note the Chamber of Commerce figures which indicate that in the year 1925, which comprised a record for production in Hollywood, the eight companies referred to completed films costing approximately \$70,000,000. This year the aggregate cost is more than \$99,500,000, an increase of about \$30,000,000.

Heard in S. F.

Sheik (drawing into the curb)—Can I assist you, miss?

Flapper (walking)—Are you going south?

Sheik—Yes.

Flapper—Well, bring me back some oranges.

ENORMOUS OIL CONSUMPTION

Stating that steam locomotives operated by the Southern Pacific Company during 1925 consumed 27 times their own weight, a recent statement by J. H. Dyer, General Manager of that company, throws some highly interesting information on operation of locomotives and the influence railroads of the nation have upon prosperity. Said Mr. Dyer:

"Consuming twenty-seven times their own weight in fuel each year the average locomotive must perform work equivalent to hauling one ton of freight 139 times around the world before it has earned the cost of its annual fuel supply.

"During 1925 the company's road engines burned an average of 4,948,210 pounds of fuel per unit. In other words each of 1358 freight and passenger locomotives in regular service that year required an average of 58 carloads of 43 tons each to keep up steam in its boilers.

"Indirectly, as well as directly, the railroads are a tremendous factor in the nation's industrial prosperity. They use one ton of coal out of every four tons mined in the United States. Their purchases from other industries total approximately one and three-quarter billion dollars annually.

"Each year they pay out over three billion dollars in wages, which expenditures, passing through regular channels of trade, are an important factor in sustaining both business and manufacturing. In the instance of coal the

Annual Picnic To Be Held At Redondo Beach, Aug. 14

WITH the Annual Picnic definitely set for Saturday, August 14th, preparations looking to making this event measure to or even exceed the best of those in the past are now under way. Following approval for staging of the event by Mr. Pontius, the Executive Committee of the P. E. Club at its last meeting set the date, named Redondo Beach as the scene and elected unanimously N. B. Vickrey as President and W. A. McCammond, Secretary and Treasurer.

In order that all may have information as to the Chairmen of the various committees in charge of the different features, Mr. Vickrey made an early selection of those named below. Employees are urged to discuss with any of them matters relative to new features or give such suggestions as may be helpful in adding to the pleasure of the day.

Those named as chairmen on the arrangement features are:
 General Arrangements... B. F. Manley
 Transportation C. P. Hill
 Information Bureau.... H. T. Bennett
 Refreshments Jim Clark
 Bath House C. S. Swartz
 Dance Mabel Rockwell
 Tickets Willis M. Brooks
 Athletics L. H. Covell

railroads' purchases are equivalent to providing means of support for one out of every four miners in the country.

SAWTELLE STATION CHANGE

The lease having expired, the former Pacific Electric ticket office in Sawtelle, located at 11319 Santa Monica boulevard, was abandoned on July 1st and sale of tickets in that city hereafter will be handled at the new ticket office of the Southern Pacific Company at 11269 Santa Monica boulevard.

In the future all express and baggage will be handled from the P. E. freight station located at 101st street, at which point J. H. Sandman, agent, will henceforth be located.

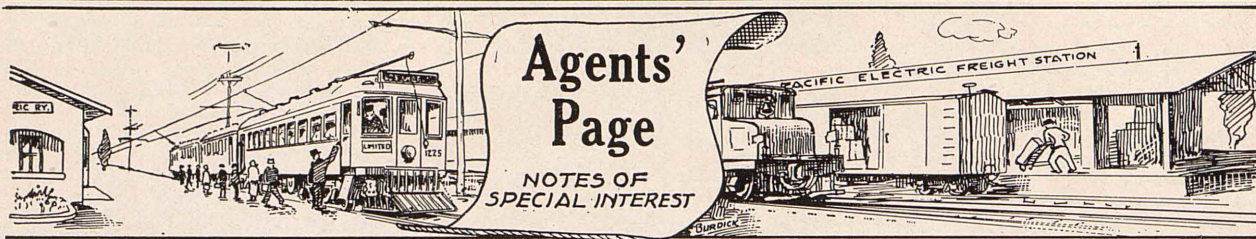
The ticket office now being vacated by the Pacific Electric has been the railway's headquarters in Sawtelle for the past ten years.

- Judge of Athletic Events... C. Thorburn
- Custodian of Prizes O. D. Harris
- Baseball Herman R. Grenke
- Tug of War..... Harry C. Brenneman
- Wrestling J. J. Huemerich
- Boxing Edwin Rieber
- P. E. Rod & Gun Club
 LeRoy Spafford
- Children's Entertainment
 Mrs. J. E. Dorsey
- Children's Nursing .. Elizabeth Brahm
- Merry Go Round..... J. Leland Smith
- Music John T. Watson
- Mexican Employees.. Daniel Sanchez
- Vaudeville & Stunts..... Earl McCall
- Hospital Dr. W. L. Weber
- Police and Order... Frank Schumaker
- Publicity Paul T. Porter
- Official Recording Secretary of
 Events W. J. Scott
- Resort Arrangements.... H. C. Froude



THE "SMOCK SET"

Just two dozen examples of beauty practicing economy, and incidentally, looking mighty neat, prim and sweet while doing it. Did you ever see a finer looking set of young ladies? And they weren't hand-picked, either. We just sent out a call for a lot of ladies with smocks to meet our camera man on the roof. We've more just like 'em, but they couldn't all get there for the picture.
 Top row, left to right: Leah McCleary, Joyce G. Williams, Elsie Comontofski, Margaret Taylor, Zelta Karr, Mildred Corbett, Emet Garner, Rose L. Halbedel, Eleanor Hoffman, Mildred Goodwin, Peggie Giordan and Maybelle Wood.
 Bottom row: Effie Maitland, Kelly Swenson, Aura King, Jeannette Smith, Doris Lakey, Daisy Murphy, Alice Ehlers, Louise Kuehner, Jean Greive, Lucy Greive, Edith Simeon and Vine Cahoon.



Employee's Travel Tips Bring Much Business

CONTINUING the good work of previous months, tabulation of employees' activity in furnishing travel tips to Southern Pacific Company's traffic solicitation forces for June shows both an increase in the number of those active, number of tips received and volume of business secured through information supplied.



Frank A. Rulison

Summary of the work done during the month shows that 58 tips were supplied by 27 employees, involving the possible movement of 78 persons. While all had not yet been solicited as the Magazine went to press, results late last month indicated that 38 tickets to various parts of the United States over Southern Pacific lines had been sold to persons "tipped" as prospective travelers.

Frank A. Rulison, Acct. Dept., led in the total number of tips supplied with 18 to his credit involving the possible movement of 29 persons, which is indeed a most creditable showing.

Trainmen are awakening to the possibility which is theirs to supply this valuable information to our owning company, 16 of them being listed in the names below of those who are doing their bit in this work:

Frank A. Rulison, Agent, Sherman; B. L. Livingston, Agent, Inglewood; W. E. Reed, Acct. Dept.; Chas. H. Mullins, Agent, Sherman; H. L. Foskett, Agent, Compton; E. Joseph, Conductor, No. Div.; E. E. Mapes, Conductor, West. Div.; P. H. Lyons, Freight Traffic Dept.; Thos. Hodges, Conductor, West. Div.; W. B. Phillips, Motorman, West. Div.; G. A. Brown, Agent, Torrance; W. L. Jenks, Asst. Trainmaster; A. Hornbuckle, Motorman, West. Div.; E. Adler, Conductor, West. Div.; Lou Krider, Yardmaster, Wilmington; W. L. Brown, Acct. Dept.; R. Hunsley, Conductor, No. Div.; J. H. Sandman, Agent, Sawtelle; J. R. Hamilton, Inspector; C. Strobelle, Conductor, So. Div.; W. C. Walker, Motorman, West. Div.; Wm. Matthieson, Acct. Dept.; Geo. Richardson, Agent, Burbank; L. D. Bailey, Elec. Dept.; R. T. Boardman, Motorman, So. Div.; C. I. Hood, Motorman, West. Div., and Roy Roepke, Conductor, So. Div.

Summary of the month's efforts by employees show that 2½ tickets were

sold to Wabash, Ind.; 5 to Kansas City; 2 to Detroit; 2 to Philadelphia; 1 to Ogden; 4½ to New Orleans; 2 to Pittsburg; 2 to Boston; 5½ to Chicago; 1 each to Indianapolis, St. Louis Washington and Windsor, Ontario; 3 to New York and 2 to Hamilton, Ohio.

40-CENT WEDNESDAY BARGAIN FARES TO BEACH RESORTS

Bargain fares to beach resorts will again be available to travelers each Wednesday throughout the summer season. The Passenger Traffic Department on July 7th inaugurated a 40-cent fare to all beach cities between Santa Monica on the north and Seal Beach on the south. This fare is about half the regular one in some instances and less than half in others. Children between the ages of 5 and 12 can make the trip for 20 cents under the special tariff.

The special fare is effective to the following beaches: Santa Monica, Ocean Park, Venice, Palisades Del Rey, El Segundo, Manhattan, Hermosa, Redondo Beach, San Pedro, Long Beach and Seal Beach. Stipulation is made that tickets will not be sold on cars, but must be purchased from regular ticket offices and used only on date of sale.

An excursion special fare is also provided to Newport Beach-Balboa at \$1 for the round trip, ticket being good any day of week and limited to use for period of seven days after date of sale.

In order to care for the large volume of additional travel to be developed extra trains will be added if necessary and additional cars put on regular trains.

BREEZES FROM L. A. HARBOR

By J. M. McQuigg,
Agent, San Pedro

The month of May showed the largest number of steamers arriving and departing in the history of port with a total arriving of 577 and total departing of 569.

Of these 495 were under the U. S. flag; 39 British, 6 Japanese, 6 Mexican, 3 German, 2 Dutch, 12 Norwegian, 4 Swedish, 1 Danish, 2 Italian and 6 French.

Total amount of tonnage was 2,263,605 tons, or an increase of 543,393 over May, 1925. This was also an increase of 152,225 tons over April, 1926. Value of this freight was \$79,623,897.

Offshore cargo month of June has been considerably heavier than the past few months. The bulk of outbound shipments from this port consisted of

cotton, canned goods, honey, oranges, celite and general merchandise to the Orient and European ports, also considerable old newsprint paper, case oil and kerosene to the Orient.

Considerable speculation among shipping men in the harbor with reference to the largest coastwise lumber vessel making this port. The Str. Misoula of the Hammond Lumber Company carries approximately five million feet; this would equal approximately 200 carloads. This steamer was formerly in service between Seattle and Japan, but is now making regular trips in the coastwise lumber trade.

Cotton shipments to this port have shown large increase over former years. This year the cotton compresses, which are handled by the Union Terminal Warehouse Company, have handled 100,000 bales. For the season 1922-1923, 23,000 bales were handled and for the same period 1924-25 70,000 were handled. About half of this cotton was shipped to England, balance to Atlantic and Gulf points, and to the Orient.

Indications are that next year will even show a greater amount of Cotton handled at this port than ever before, due to the fact that increased acreage in California is being planted this year.

BURBANK-LANKERSHIM BUS LINE SERVICE BEGINS

Motorbus service between Burbank and Lankershim became effective on July 1st when the Company's line, formerly operating in Lankershim only, was extended to Orange Grove Avenue and San Fernando Road, Burbank. Announcement of the new service was made late last month following approval by the State Railroad Commission of our application to operate between the two cities.

Three of the modern type of buses have been allotted to the new line and pending definite establishment of travel requirements, hourly service will be operated each day from 6:17 a. m. to 9:30 p. m. Within the city limits of Burbank the local fare will be 6-cents and between the Pacific Electric station in Burbank and Lankershim a 10-cent fare will prevail.

The route mileage is 10.6 miles each way, the Lankershim terminal being at Lankershim Blvd. and San Fernando Road, while San Fernando Road and Magnolia Avenue is the line's end in Burbank.

Friendly-Like

Ma—"Is the clock running, Willie?"
Willie—"No, ma; it's just standing still an' waggin' its tail."

COMPARISON OF ACCIDENTS DURING MAY, 1925 AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles ...	98	83	59	89	158	165	24	25
Collisions and Interferences with cars	0	2	1	2	1	10	0	1
Persons struck	4	1	5	0	3	0	0	0
Deraillments	7	9	15	12	11	10	0	0
On and off moving cars	10	9	7	1	10	9	1	0
Miscellaneous	15	19	38	29	44	31	9	6
Total	134	123	125	133	227	225	34	32
	Inc.-11		D-8		Inc.-2		Inc.-2	
	1926		1925					
Interferences with vehicles	339		362				6.3% Dec.	
Collisions and interferences with cars	5		15				86.6% Dec.	
Persons struck	12		1				1100.0% Inc.	
Deraillments	33		31				6.5% Inc.	
On and off moving cars	28		19				47.4% Inc.	
Miscellaneous	106		85				24.7% Inc.	
Total	520		513				1.3% Inc.	

Australian Roads Adopt Practices of American Carriers

Introduction of American supervision and standards of operation have completely rejuvenated the railroads of Australia, states G. T. Powlesland of Adelaide, South Australia, general claim agent of the South Australian railways.

Powlesland is in the United States to study American methods of railroad operation. While in Los Angeles he attended the national convention of the Association of Railway Claim Agents, last month.

All railroads in Australia, according to Powlesland, are state operated. "Recently," he said, "the various states co-operated to secure the services of a prominent American railroad man to assume supervision over all South Australian lines. The man chosen was W. A. Webb, formerly affiliated with the Missouri, Kansas and Texas Railroad. He has been given the title of chief commissioner of South Australian railroads, and is in sole charge of all operations."

The visitor asserted that under supervision of the American the Australian railroads have been placed on a standard of operation and service equal to those in the United States. "The new commissioner has introduced American methods," Powlesland said. "Australian railroads now are probably as close to the American standard as any roads in the world."

How About It, Dad?

Well, how about that little lad,
Who looks to you and calls you dad?
And how about his confidence?
Of course the boy is small,
But if you do not now begin
His utmost faith in you to win,
If you are not his best friend now
You'll never be at all!

You cannot lose his love today
And call it back when you are gray,
You cannot break his faith in you
And mend it later on;
You've got to find the time somehow
To be that youngster's father now
For once you lose his confidence
It is forever gone.

—Edgar A. Guest.

Before they were married he whispered to her:

"Were I drowning in the middle of the Atlantic—going down for the third time—you would be the last person I'd think of."

It made her feel very happy. After they had been married several years he made the same remark.

It didn't seem to have the same meaning then. Besides, she didn't like the way he said it.

So she hit him with a plate.—Tit-Bits.

New Prison Doctor to sick convict (absent-mindedly): "And whatever you do, don't attempt to go out in this bad weather."

I. C. C. to Investigate Bus Service

Awakened to the insistent demand for systematic regulation, the Interstate Commerce Commission last month ordered an investigation into the operation of motor buses and trucks by or in connection or competition with common carriers, subject to the Interstate Commerce Act.

Citing the fact that motor bus and truck operation has been steadily increasing and that questions have arisen concerning the legality and propriety of arrangements under which they are operated, the commission said it would investigate on its own motion in order that it may intelligently make recommendations regarding regulation of such carriers.

The inquiry proceedings, to which all common carriers are made respondents, will go into all rates, the extent to which the traffic and revenues of railroads are affected by operation of buses and trucks.

Discreet Bishop

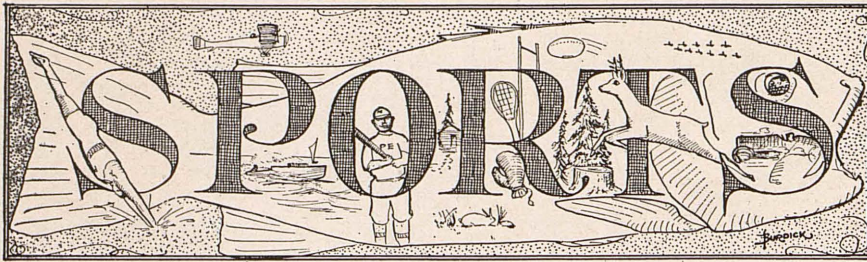
A bishop was addressing a large assemblage of Sunday school children, and wound up by asking in a very condescending way: "And now, is there any little boy or little girl who would like to ask me a question?" After a pause he repeated the question, whereupon a little shrill voice cried out, "Please, sire, why did the angels walk up and down Jacob's ladder when they had wings?"

"Oh! ah! I see," said the bishop. "And now is there any little boy or girl who would like to answer Mary's question?"—Ex.



Providing recreational features for the diversion of the trainmen at Pasadena, the new trainmen's room, which has now been in use for the past month, is the popular rendezvous at all hours for the playing of pool, reading and card playing, writes R. S. Peterson, Pasadena.

It is located on the second floor at the east end of the North Fair Oaks Carhouse which was formerly used as a store room and as offices for the Mechanical Department. Rest room facilities had also been provided there. The necessary alterations have provided ample room for the addition of any other desirable features. Being a considerable distance from the Terminal Foreman's office, it has been connected with a telephone whereby the Terminal Foreman can at any time get in touch with any of the Trainmen there.



JULY BUSY MONTH WITH P. E. ROD & GUN CLUB SHOOTERS

The next big shoot event will take place Sunday, July 11th, at Los Cerritos, a ten men, 50 bird shoot being scheduled between the Redondo Beach Blue Rock Club and the P. E. at the Redondo Club. Both teams are closely matched and the contest should prove an interesting one. The losers are scheduled to "set up" a banquet for the winners which will be served at the Elks Club in Redondo Beach.

On Saturday, July 24th, the Union Pacific, Los Angeles vs. Salt Lake unit Blue Rock shooters, will use our recreation field and traps to stage a big shoot in connection with the annual U. P. Picnic, which will be staged at Long Beach on that day.

The postponed rifle shoot between the U. P. and P. E. teams, which was formerly scheduled for Los Vegas in April, will be pulled off at this time.

Saturday night, July 24th, 1926, the P. E. Rod & Gun Club will hold a big family outing at Los Cerritos. This affair is scheduled to start at 8 p.m. and will be featured with bonfires, etc., night shooting, music, etc. Don't miss this big family party.

Following is a line-up of our shooters who expect to make the Redondo boys step some:

	Pct.
B. F. Manley	94.00
H. Smith	90.00
C. J. Cowley	88.66
L. R. Spafford	88.26
K. L. Oefinger	87.50
E. R. Smith	83.00
F. L. Manley	81.70
K. Thompson	80.00
A. B. McLeod	78.50
D. G. Foyle	77.50

SHOOT AT LOS CERRITOS

On Sunday, June 13th, the regular Blue Rock and rifle shoot was held at the Los Cerritos Recreation Field. Seventeen Blue Rock shooters were in attendance, including four of the Union Pacific sportsmen.

The day was ideal for shooting and some fine scores were recorded, as the scores below indicate:

	Single	Double
B. F. Manley	48x50	
F. L. Manley	61x75	37x50
C. J. McDonald	56x75	
K. Thompson	91x125	22x50
L. R. Spafford	88x100	27x50
A. B. McLeod	101x125	26x50
J. M. Mills	43x75	
H. Smith	90x100	
J. G. Rovai	51x75	28x50
E. A. White	48x100	23x50
J. M. Heaton	93x125	38x50

O. J. Potthoff	94x100	45x50
W. Potthoff	9x25	
C. LaBoyteaux	37x75	
Helen Spafford	53x75	25x50

4TH OUTING TO CATALINA ATTRACTS THROG OF 700

By F. J. Leary,
Transportation Dept.

Our fourth annual outing to Catalina Island, sponsored by the Pacific Electric Ball Team under the management of Chas. P. Hill, was held June 26th and 27th. An invitation was extended to all employees and some 700 availed themselves of the special arrangements secured to enjoy a delightful week-end trip.

The Pacific Electric Agents' Association also selected this occasion for their yearly jaunt and a representative response from that branch of the service was evident.

A special train left Sixth and Main Street Station at 2:45 P.M. on Saturday, June 26th, carried approximately 300 employees and their families to the Harbor, where they embarked on the steamer "Avalon" for the "Magic Isle", arriving at 6 P.M.

Through the foresight and efforts of the Committee, arrangements had been made to take care of luggage and reservations for sleeping quarters so that no time was lost and everyone immediately patronized the various eating places and satisfied the inner man.

There was a delightful band concert at the Amphitheatre conducted by Mr. George Mulford, which was broadcast over KFWO. At 9 P.M. the concert concluded and all wended their way to the ballroom and stepped the light fantastic until past midnight.

Sunday morning, bright and early, found many of our P. E. Klan enjoying a dip in the warm calm waters

of the Pacific. At 10 A.M. our ball team played the Catalina Cubs and came out victorious with a 5 to 1 score. The game was one of the best played by the Pacific Electric team, and a large number of the employees and others were in attendance.

The Sunday morning boat leaving the Harbor at 10 A.M., arrived at the Island at 12 noon with an additional 400 of the P.E. family.

At 1 P.M. we all enjoyed the Bathing Beauty Parade. The entire outing was augmented by the American Legion Pilgrimage with "Happy" Wintz as Master of Ceremonies and General Factotum.

During the day many of our people took advantage of the opportunity afforded them to make trips on the glass bottom boats, and sky-line drive around the Island.

3:45 P.M. found our happy "Gang" aboard the two steamers for the return trip to their respective homes. All expressed their appreciation of the delightful time and for the courtesy extended by both the Wilmington Transportation Company and our own Company.

He Smiled

He smiled and his home was a place of happiness.

He smiled—and the children ran out of their way to meet and greet him.

He smiled—and his co-workers in business worked better than in any other place of employment.

He smiled—and his business clients and callers spoke well of him, and business increased.

He smiled—and all who entered his office door were pleased to be greeted as friend and equal.

He smiled—and followed the smile with a brotherly handclasp; and those who were discouraged and downcast went out and took a new grip on life and their work.

He smiled—and while the years rolled on, he grew younger, because—HE SMILED.

Both Fooled

"John," accused the stern wife, "you've been drinking whisky again!" "No, Marsha," he denied somewhat thickly, "you've made the shame mistake I did—'twasn't whisky."

BOX SCORE OF FOURTH ANNUAL CONFLICT AT CATALINA

PACIFIC ELECTRIC						vs.	CATALINA CUBS					
AB.	R.	H.	O.	A.	E.		AB.	R.	H.	O.	A.	E.
Barnes, ss.	4	0	0	0	2	0	McDowell, cf.	4	1	2	0	0
Stanley, lf.	4	1	3	1	0	0	Crandall, lf.	4	0	1	1	2
Carlisle, rf.	3	0	1	0	0	0	Payette, rf.	4	0	0	2	0
Bouett, 3b.	5	1	3	3	2	1	Cunningham, ss.	4	0	2	4	1
Frost, cf.	4	1	1	3	0	0	Gould, 3b.	3	0	0	2	2
Rall, 1b.	4	0	1	12	0	0	King, c.	4	0	1	6	1
Bedell, 2b.	3	1	0	2	5	0	Ivey, 1b.	3	0	0	7	0
McClain, c.	4	0	1	6	2	0	Tellez, 2b.	4	0	1	3	1
Oswald, p.	4	1	1	0	2	0	Kenny, p.	3	0	0	1	1
Totals	35	5	11	27	13	1	*Upton	1	0	0	0	0
*—Batted for Kenny in 9th inning.						Totals						
x—Bedell out in 5th inning bunting 3rd strike						34 1 7 26 8 2						

SCORE BY INNINGS

	1	2	3	4	5	6	7	8	9
PACIFIC ELECTRIC	0	2	0	0	3	0	0	0	0-5
CATALINA CUBS	0	0	0	0	0	0	0	1	0-1

SUMMARY

3-base hits—Cunningham. 2-base hits—Stanley, Oswald, Cunningham. Base on balls—Oswald, 2; Kenny, 4. Struck out—By Oswald, 7; Kenny, 6. Hit by pitched balls—Carlisle, Frost. Double plays—Gould to Tellez; Crandall to Tellez. Stolen bases—Barnes, Stanley, 3; Carlisle, Frost, 2; Bedell. Time of game—1 hr. 50 min.

"THE ROUGH ROAD TO PERSONAL SUCCESS"

(Continued from Page 4)

come more and more valuable and very frequently in the course of time, come to be worth a great deal more than the price paid for them, but this increase in value should not be expected to take place immediately.

Investment Caution

Do not buy an investment that people are trying to sell you. When you have some money and want an investment go and hunt one for yourself. It will not often be one that somebody wants you to buy. In hunting for it get the best advice you can from someone whose judgment on the subject is entitled to respect and who has nothing to sell you.

Investments of this kind, after they have once been bought, should not be sold again merely because there is a chance to sell them at a slight profit. They should only be sold for one reason, if at all, and that is when there is sound reason to think that they are no longer really worth the price at which they are saleable. In a sound program of family finances, dividends received from this investment fund should never be treated as income to be spent, but should invariably be deposited in the Savings Bank to be in turn invested.

To briefly summarize the principle herein stated regarding investment, it is true that the investment of money consists in placing it in the hands of someone else to manage for your benefit. Naturally, you would not place it in the hands of anyone who had not proved his ability to successfully manage large businesses. If you think the officers who are managing the great railways and banks, and other business establishments of America, are competent men and good managers, it is perfectly possible for you to employ them. You can buy a share, or ten shares, or one hundred shares of stock in almost any of the companies which they manage and you become one of the owners of that business. The presidents and general managers of the great successful businesses of America will then be your employees. Being wise managers, they will not pay to you as dividends each year all the money that the business earns, but perhaps half of it, so that while you receive a dividend of perhaps 5% upon your investment, it will probably be true that your investment has actually earned another 5%, more or less, which is kept in the business and is thus added to the value of your stock, so that in the course of ten years or so the stock may reasonably be expected to become worth from 50 to 100% more than you paid for it.

Money Growth

The astounding thing about an investment fund is the rapidity with which it increases, provided one adds something to it each month, invests it wisely, and permits the income from it to remain in the fund. As one grows older and his income increases, as is usually the case with men of any real ability, the amount which may be added each month to the investment

New President Elect of Great Club

PREVIOUS success achieved in ranking executive posts in the Optimist Club last month brought to O. A. Smith, Passenger Traffic Manager,



O. A. Smith

election to the international Presidency of that worthy service club. The unsolicited honor was conferred upon Mr. Smith on June 19th at the annual convention held in Lexington, Kentucky, and came as a pleasant surprise to both our executive as well as his many friends.

Mr. Smith had previously served the organization as Vice-President, and on the Board of Governors, also as President of the local branch during the year 1925.

The distinction conferred will, of course, in no manner interfere or conflict with Mr. Smith's duties with this Company, the post, while carrying with it responsibility for the making of decisions of policy, provides that the bulk of detail work fall to the lot of the Executive Secretary.

The Optimist International is rapidly becoming an influential service club, it now having 150 clubs throughout the country with a membership in excess of 10,000. Its roster is made up of the most influential men in each community. The development of young manhood has been one of its chief aims and activities, a work close to the heart of the new President and which he will continue with unabating vigor.

Congratulations to both Mr. Smith and the Optimists International!

fund will steadily increase. If you start out by saving 10% of your income and then your income increases, and you are willing to continue the same scale of living then, you can save every dollar of the increase, if you choose. You should certainly save half or three-quarters of it. If you do, you will become financially independent in a surprisingly short time.

This method of becoming financially independent is the only certain road to personal success. To depart from it can be described as nothing less than a form of mild insanity. It is the one absolutely certain insurance against the responsibilities that go with marriage and parentage. To fail to adopt some such financial plan is simply to betray the confidence of women and children who have trusted you as being strong enough and competent enough to protect them and protect yourself. It is a rough road to travel in its early stages, getting smoother and easier as one goes along.

I believe it was James J. Hill, the railroad builder, who said, "If you want to know whether you are destined to

be a success or not, you can easily find out. The test is simple and is infallible. Are you able to save money? if not, you will lose. You may think not, but you will lose as sure as fate, for the seed of success is not in you"

'MAKE FREQUENT INVENTORY OF HEALTH' IS URGED

Stressing the fact that an "ounce of prevention is worth a pound of cure," the Metropolitan Life Insurance Company in a recent health pamphlet, condemns the folly of those who would vainly attempt to be their own doctor and prescribe for their own ailments, resorting to the use of patent medicines, unprescribed exercises and diets.

The pamphlet points out that the health should be safeguarded with an inventory by going to a reliable doctor once a year for a thorough examination; to the dentist every six months and to the oculist every few years for the care of the eyes.

It also warns against amateur diagnosis, stating that the corner druggist, your neighbor and the individual are unfit to diagnose or prescribe remedies, that only a physician should be entrusted with the care of the human body, and that patent medicines, diets and exercises should not be taken unless prescribed by him.

In support of these statements the insurance company quotes the following statistics:

"In the first Army draft in 1917, 33 per cent of the men between the ages of 21 and 31—supposedly man's most vigorous years—were found unfit. In the second draft, 30 per cent were rejected for service. A study of the defects showed that 60 per cent of them were preventable and remediable.

"Of all those examined by the government between the ages of 18 to 45, more than half were found to be in need of medical care."

Commenting on the man who boasts there is "nothing the matter with him, that he has never been to a doctor in his life," the article states that "where ignorance is bliss tis folly to be wise," and warns him to give as much care to his body as he gives to his motor car.

Quit Worrying About It

The hardest work you ever do

Is worrying about it.

What makes an hour resemble two?

Worrying about it.

The time goes mighty slow when

You sit and sigh and sigh again

And think of work ahead and then

Keep worrying about it.

Just buckle up and buckle in—

Quit worrying about it.

By work, not worry, you will win—

Quit worrying about it.

A task is easy once begun

So grab ahold and do it, son,

Quit worrying about it.

Cash Down

Gushing Young Pupil—"Ah, professor, if ever I make a pianist, I'll owe it all to you."

Professor—"Pardon me, young lady, my terms are quarterly—in advance!"

DEPARTMENTAL NOTES

SOUTHERN DIVISION By M. R. Ebersol

The Southern Division, especially lines operated out of Sixth and Main Streets, has experienced the largest shake up or change by bumping, etc., in runs that has taken place in several years.

"Dolly" Grey of San Pedro Express car, recently spent some time on his fruit ranch.

Conductor K. F. Burk has bid in run No. 7 on the Whittier line and expects to move there from Huntington Park.

Conductor J. H. Taylor, who for some time past has held a run on the San Pedro line, has bid in run No. 80 on the Long Beach line and expects to move to the beach city.

Conductor R. D. Weir is doing his own cooking these days while his wife is visiting with her parents and friends in Indiana.

J. H. Mynkopp, extra Conductor, seems to be fairing vrey well, having been appointed Agent in charge of field forces in Southern California and Arizona for the enforcement of the 18th amendment.

Conductor E. B. Jackson was taken to Company Hospital in ambulance last month, having taken suddenly ill, apparently with stomach trouble.

Terminal Foreman F. L. McCully reports that this year's vacations are well caught up and that most men get off when their vacation is due, which is good news.

Conductor Dick Nogal has dived into the sea of matrimony and is now enjoying a honeymoon. All the boys join in wishing them a long and happy voyage.

Mrs. C. E. Rose, wife of Motorman C. E. Rose, underwent an operation at the Seaside Hospital in Long Beach and at the present time is recovering nicely.

"Big Ben" Hammock, who for more than a year has worked the shop train Run No. 79, is now working combination run No. 24.

C. E. Rose who got bumped off of the San Pedro motor and express car, in turn bumped and is working line 70 on San Pedro-Torrance run.

The writer, extra Motorman on Whittier line run No. 4, is now breaking in on interlocking plants and in the future will be a Towerman.

Southern Division Dispatcher C. B.

Smith is now enjoying a trip to eastern ports during a vacation period. From reports by press, Smithy will no doubt meet up with some very hot weather. This will, however, make him think more of Los Angeles when he gets back.

Harry Ovlton, ex-Motorman, and now Traffic Officer, who has been stationed at Florence Avenue for the past year, was run down by a hit and run driver and seriously injured.

NORTHERN DIVISION PASADENA By R. S. Peterson

All available car equipment was pressed into service to handle the heavy travel to and from the Rose Bowl on June 18th on account of the high school graduation, the largest class in its history. Many thousands showed their interest in attending this event, which was very impressive in the magnitude of its settings.

New schedules on the local car and bus lines for the summer are now in effect, resulting in a change in a large number of "runs". The trainmen aren't doing any running or fighting; they are only "bumping" each other.

Introducing new men: Conductors W. O. Johnson, M. S. Wagner and A. R. Nowa. Give 'em a helping hand, boys.

Another of our Collectors, W. P. Steward, attending college, now that school vacation is at hand, has changed over to Conductor, and is now qualifying himself on local cars and busses for work this summer and after school commences next fall. Conductor L. Kibort, another Caltech student, is attending summer classes at the University of California, Los Angeles.

Another bouquet to R. D. Dennis, Conductor, for courtesy to a very elderly woman passenger.

Mrs. Florence Engle, Receiving Cashier, Pasadena, is now visiting at her home in Ardmore, Oklahoma, driving her automobile the entire distance.

Others now taking their vacations are: Conductors E. Gehrs, C. E. Feller, F. J. Griffin, P. A. Lackas, A. H. Jardine, P. D. Wheeler, H. T. Hawley, A. J. Polach and Motormen J. A. Johnson and J. H. Baxter.

Conductor W. P. McKeeman, due to sickness, is on a leave of absence to his former home in Indiana.

We hope that Motorman H. E. Rouw, who is away to inspect a mining venture, finds it to prove successful.

Our sympathy is extended to Motor-

man D. M. Keeton, who recently lost his little baby daughter, and hope that his wife, who has been seriously ill, will have a rapid recovery.

Congratulations are in order to the husband of Mrs. Paul D. Wheeler. He recently took unto himself a wife.

The beaming face of Conductor R. N. Hosford tells us we must have some news. We learn that it is a baby daughter.

Motorman William Crawford has returned after a month's leave of absence in Texas and Oklahoma.

ACCOUNTING DEPT. By George Perry

Mr. Lovell, our Auditor, has just returned from a trip to Quebec, Canada, where he attended the annual convention of Railway Accounting Officers Ass'n.

A proud father in our midst is A. F. Manhart, who on June 12 reported the birth of a baby boy weighing 7 lbs. Mother and son are both doing splendidly. Baby's name is Paul Arthur, and he got a nice wicker wardrobe to keep his things in, from his friends of the Accounting Dept.

F. E. Loucks, Special Accountant, and family, spent their vacation in San Francisco. They motored both to and from San Francisco in order to see the many sights that California in the Spring affords the motorist.

From all appearances it seems that Winfield, Scott, Hancock, Weeks spent most of his vacation on the red cars, as we noticed the day he left he had 20 or 30 passes.

The Stenographic Bureau has added a new recruit to its ranks, being Miss Margaret Irene Jordan.

Miss Templeton, head of the Conductors' Accounts Bureau, will have to change the names and addresses on her list, of two young ladies, namely Miss Mildred Carr, who recently became Mrs. Corbett, and Miss Marie Stouffer who left Saturday, June 26, and came back Monday, 28th, as Mrs. Remund. Best wishes to the newly-weds from their friends.

Mrs. W. Brown, Conductors' Accts. Bureau, who has been ill for some time at St. Cathrin's Hospital, Santa Monica, is reported to be progressing nicely. We hope to see her with us again soon.

Quite a commotion was caused one morning last week when Mr. Ater, Miscellaneous Accts. Bureau, gave the office the thrill of seeing him in golf knickers.

Mrs. Maybelle Lattiner, while on vacation recently, purchased a new home.

Two new comptometer operators have been added to Miss Bettis' Bureau, Miss Margaret Bell and Miss Sylvia Alpeter.

Ralph Brewer, Miscellaneous Accts. Bureau, attended the 35th Anniversary of the Baptist Young Peoples Union of America from July 7th to 11th, which was held in Los Angeles, and attended by 5,000 or more young people from the United States and Canada. While there he assisted the Passenger Traffic Dept. in securing many tours of delegates over our lines, notable of which was the large delegation to Mt. Lowe Tavern, and another to Catalina. He also assisted in handling the 1500 or more delegates who spent Saturday afternoon at Santa Monica by the Sea.

It is with deep regret that we have to announce the demise of one of our old employees, Mrs. A. Symington, who passed away recently after a long period of suffering. Our sympathies go out to her mother and relatives. Funeral services were held on June 25 and were attended by Mr. Lovell and several members of the Accounting Dept.

Earle Moyer, Disbursements Bureau, is with the Pacific Electric Band, (of which he is manager) touring Southern California cities in a campaign in behalf of the Boulder Dam project.

Those on vacation during the month of June are listed below:

Daisy Murphy	San Francisco
Mrs. Davis	Kansas City
Mary Pontius	Home
Mrs. Alice Elliott	Sacramento
Maybelle Wood	Home
Stephen Werbetz	Home
Charley Sein	Yosemite
Clerk Mathews	Yosemite
C. H. Keller	Home
E. A. Meyers	Home
Tom McKnight	Philadelphia
Cy. Saunders	Sacramento
Milford Loucks	San Francisco
J. L. Smith	Wilmington
P. V. Fancler	Santa Monica
W. B. Benson	Glen Ranch
H. W. Clark	Home

WESTERN DIVISION
By E. C. Brown

Conductor E. N. Denton says that the best time he ever had was his late touring trip of Southern California with the P. E. Band. Denton plays a mean clarinet.

W. Jenkins, better known as "Big Bill," is still nursing his sun-burned back, gotten at the outing at Catalina.

Poor Conductor S. Torgan. First he gets married, then gets hit by an automobile. He says this sure is a tough life.

Conductor Einert of Sherman issues a challenge to any man on the sys-

Two Deaths in Ranks
During Month of June

TWO deaths were recorded in the ranks during the month of June, in both of which Group Insurance was paid to beneficiary named and one was a member of the Mortuary Fund.

Those whom death called and to whose relatives we extend our kindest sympathy in their sorrow, were:

Granville Strawmatt, Carpenter, Torrance.

Harry J. Metzhiser, Trainman, Northern Division.

The total amount disbursed was \$3700. In the case of Mr. Metzhiser, he having previously received 15 installment payments through the disability clause of the Group insurance \$1250 of the face of policy was paid upon his passing.

Another new disability claim was granted during the month to Harry A. Tabakman, Trainman, Western Division, making 18 such claims now being paid, aggregating a disbursement to stricken employees of \$1,168.81.

tem to meet him in a boxing contest at the P. E. picnic in August. Address, E. C. Brown, Hill St. Station.

Conductor Faber and wife, and Collector Kelly Edwards and wife have returned from their vacations spent at the P. E. Camp.

A. N. Carrick, formerly a Conductor on the Southern Division, is now a Gateman at Hill St. Station.

M. A. Holden, Gateman at Hill Street Station, is being greeted by all the boys since returning to work after a sick spell. Yes, he sure is one of the gang.

Conductor Speak is pitching a fine game of ball for the Hollywood Merchants.

It will be some race when Motor-men Masterson and Hornbuckle get their automobiles in running order. Hurry boys, we sure want to see this one.

Mrs. J. Hanselman, wife of Depot Master Hanselman, with her guests, Mr. and Mrs. Ely, have returned from P. E. Camp. All report the Camp more attractive than ever this year and comment upon the large attendance.

Mrs. Crimsonbeak—See how nicely that team of horses goes along. Why can't man and wife trot along pleasantly like that?

Mr. Crimsonbeak—Well, you see there is only one tongue between those two horses.—Witness.

LONG BEACH & HARBOR
By V. L. Swart

San Pedro

W. H. "Tex" Lowry writes from his mountain retreat that his health is rapidly improving and he hopes to be back with the old gang soon.

Congratulations are extended Mr. and Mrs. George Weatherby for the arrival of a ten-pound baby boy, George, Jr., on June 10th.

B. Chavez is off duty on account of sickness.

Mrs. Ada Price is enjoying a month's vacation in the East, spending most of the time in Boston, her old home town.

We extend our deepest sympathy to G. Read and family upon the death of his beloved mother, who passed away in the East. Mr. Read journeyed to Missouri to attend the burial.

Long Beach

Assistant Night Foreman George Dyer has resigned, to return to his old home town in Salem, Oregon. George expects to accept a position with the Oregon Electric R. R. after taking a brief vacation.

W. A. Griffith of the day force has been appointed to fill the vacancy created by George's resignation.

Conductor H. A. Wilkerson has returned from Springfield, Mo., where he was called on account of the serious illness of his mother. Mr. Wilkerson left for the East immediately upon receipt of word of his mother's condition, but she passed away before he could reach her bedside. The sympathy of the P. E. family is expressed.

Motorman Jimmy Grizzle is now the proud owner of a new Star Coach. We'll never tell how he disposed of his ancient Overland.

MECHANICAL DEPT.
Sherman
By M. D. Spencer

We are glad to report that Clarence E. Cosner, who was operated on for appendicitis on May 20th, is now on the convalescent list.

Elmer H. Smith has just returned to camp from a delightful trip to Big Bear Lake, reporting a big catch of fish and desert rats. The gold nuggets which he brought back from his mine on Rattlesnake Hill it is reported assayed 99 per cent pure gold. Congratulations, Smithy.

Henry E. Wilcomb has again reported for work after being off for many weeks, account of sickness. He is now stationed at Ocean Park. Glad to see you back, Henry.

Henry Ross Knoff has returned for duty after visiting friends at Sacramento and vicinity.

MECHANICAL DEPT.

By Willis M. Brooks

On June 8th, Miss Ileen Straub and Arnold Eckland as one couple, and Miss Louise Straub and Clarence Hatzler, another couple, were united in marriage at their fathers' home in Los Angeles.

The marriages are the culmination of a long and romantic courtship by the successful swains after overcoming considerable competition and other difficulties.

E. O. Straub, father of the two girls, is Shop Superintendent at Torrance. Both girls are well known in Torrance, having lived there some time.

Similarly, Mr. Eckland and Mr. Hatzler are locally known, as both are Wiremen in the Torrance Shops.

We know Mrs. Straub, the girls' mother, and while they may have acquired a few foibles of the modern girl, they could not be their mother's daughters and not have acquired a large measure of good sound common sense, modesty and feminine attractiveness.

The excitement seems to have hit Ed the most for he was laid up for a couple of weeks after the marriage with an attack of lumbago.

The congratulations and best wishes of the P. E. Family will follow the two couples wherever they go.

Al Rice, foreman of the Air Repair Shop, is vacationing in Minnesota.

Henry Rouff of the Blacksmith Shop has returned from his vacation.

Joe Hughes, Foreman Tinner, writes from the middle of the Atlantic Ocean, en route to Europe, that so far he has had a wonderful trip and no seasickness.

James McGraw, Armature Winder, has been placed on the retired list.

Floyd Shultz, Machinist, is on vacation.

Mechanical Dept. members of the P. E. Band report a most interesting time while playing in the recent Industrial Booster Caravan.

It is reported that F. A. Murray of the Controller Shop has been married four months now, but does not come through with details.

It is said that A. Zamperini and family are vacationing in San Pedro.

A new armature dipping tank has been installed in the Winding Room which greatly improves and facilitates this work.

The armature is suspended by a clamp on the shaft, over the tank, the threaded end of the shaft fits into a tube which sinks with the armature into the dipping fluid, but sealing itself by a vacuum so that the armature shaft is kept clean and free from varnish. Armatures are left from 15 to 20 minutes in the varnish, usually until

no more bubbles rise to the surface, indicating saturation. They are then lifted and held suspended over the tank until dripping ceases.

Fred Gill of the Controller Shop has acquired a new Studebaker Six.

A new cement platform has been constructed by the east door of the Winding Room for use in blowing out and cleaning armatures.

During the past month 28 passenger cars, 2 express cars and 6 buses were overhauled in the Torrance Shops, together with 19 cars given miscellaneous repairs.

Mrs. Beulah Curtis of Mr. Geibel's office has returned from a vacation trip into the Yosemite Valley.

Mrs. Madelyn Mathews starts Saturday evening, July 3rd, for a vacation trip to Victoria, B. C., accompanied by her son Paul.

Mrs. Rose Wilson has returned from an auto trip to Seattle and intermediate points.

Lyle Jackson plans to spend the holiday week-end at Big Bear.

NORTHERN DIVISION EASTERN DIST. By Mrs. Mary Surr

The following trainmen are taking their vacations: Conductor A. McLean, has gone to his old home in Toronto, Canada.

Conductor R. L. Patterson is visiting the Sesqui Centennial in Philadelphia.

Motormen J. F. Hawkins, D. W. Brown and K. Thompson are motoring to various points north and east.

Robert Hancock, baggageman at the San Bernardino Station has resigned and his place has been filled by Robert B. Hall.

C. H. Jones, General Agent, left San Bernardino June 18th with his family, and will visit old home spots in Missouri, then on to Toronto, returning by the Canadian Rockies and will arrive in San Bernardino about July 11th.

H. L. Massingale, Ticket Agent at the San Bernardino Station has recently been appointed Acting Traveling Passenger Agent for the S. P. During his absence his position will be filled by L. M. Sinnotte, Ticket Clerk; Mr. Engle will act as Day Ticket Clerk, and F. S. Barron will fill the night position.

Pickering Park was formally opened for the season on June 17th. The many new attractions, including a radio broadcasting station, promise a very successful year. A three-day celebration, July 3rd, 4th and 5th, will be held at this popular resort.

STORES DEPARTMENT

By Fred B. Hopkins

On Saturday evening, June 26th, Section Storekeeper Morris Jessup was united in marriage to Miss Blendina Hardesty of Gardena. The happy couple have been spending their honeymoon at the P. E. Camp.

Theodore Sorensen, Junior Price Clerk in the Stores Accounting Bureau, has returned from a two weeks' vacation spent at Salt Lake City and Ogden, Utah. His assistant, Eugene Holthaus, is now spending his vacation enjoying the beauties of Southern California.

Ual Drake of the Stores Accounting Bureau has been transferred to the Purchasing Agent's office, Ralph Curtis, formerly Timekeeper, succeeding him. Hesel Vanderzee, previously Surplus Material Clerk, moves to position of Timekeeper. B. Nercermartz, a new member, fills the vacated Surplus Material position.

Miss Ruth Batsch of the General Storekeeper's office has been spending her vacation at Tiajuana, and environs of San Diego.

Frederick Shaw, Assistant to Pasadena Storekeeper Nichols and Huntington of the 6th and Los Angeles St. Store, has resigned and henceforth will reside in Seattle. Mr. Shaw had been with the Company a little less than two years and during that time had made many friends and won much popularity and it is with regret that we take note of his leaving.

7TH ST. WAREHOUSE

By Daniel Sanchez

Harry H. Schwindt, Q. S. & D. clerk, is suffering from a painful accident. A few days ago he was thrown from street car and broke a small bone in his left elbow.

C. C. Dickson is the new member of our office working with the O. S. & D. Dept.

Vacation time is in full force at our department, we find.

Harry Smith, checker, on his way to Youngstown, Ohio.

B. H. Fisher, checker, at home.

Noel Mundell, teller, at home.

Fred Tombling, cashier, at home.

Leo Hutter, routing clerk, at home.

Julius E. Marshener, stevedore, Chicago.

Pat Keys, trucker, Boston.

Juan Martinez, at home, and incidentally he is a daddy of another baby girl.

Manuel Salazar, trucker, at home.

Wouldn't That Jar You?

She—What business are you going into, Jack?

He—Lumber business.

She—You have a fine head for it.



The Psychological Moment

"Am dere anybody in de congregation what wishes prayer for deir failin's?" asked the colored minister.

"Yassuh," responded Brother Jones. "Ah's a spen'thrif, an' Ah thows mah money 'round reckless like."

"Ve'y well. We will join in prayer fo' Brotheh Jones—jes' afte' de collection plate have been passed."

Lange (in restaurant)—What is the "Bill of Fare"?

Waitress—I have frog legs, chicken liver, calves' brains and pig knuckles.

Lange—Never mind your deformities; what have you to eat?

The cow strolled on the railroad track
Just moo-ing to the sky,
The fast electric train—then whack!
Oh, see the butterfly.

Gets the Right of Way

The man who toots his own horn soon has everybody dodging when he approaches.—Boston Transcript.

Cheating the Floor

A new broom sweeps clean unless a new bride uses all the straws seeing if her cake is done.—Wichita Beacon.

High Enough

"When I was in China I saw a woman hanging from a tree."
"Shanghai?"—Exchange.

A Operator—"I don't intend to be married until I am thirty!"

B Operator—"I don't intend to be thirty until I am married!"

Inebriate (approaching John Kelly at the Busy Corner)—"Shay. Has the trolley car gone by yet?"

Kelly—"No, it hasn't."

Inebriate—"I don't believe you. I can see its tracks."

A Second Thought

Don't refuse to marry a girl because she can't cook. She may have money enough to pay your board.—The Medical Quip.

Provokin'

"Can you drive with one hand?" asked the girl in a gentle voice.

"You bet I can," replied the young man, eagerly.

"Then have an apple" she said sweetly.

Lost Opportunity

Night Watchman: "Young man, are you going to kiss that girl?"

He (straightening up) "No, sir."

Night Watchman: "Here, then, hold my lantern."

Tough on the Preacher

The boat was sinking. The skipper rushed up to the crowd of scared passengers.

"Who among you can pray?" he asked them.

"I can," answered the minister.

"Then pray, minister," ordered the skipper. "The rest of you put on life preservers. We're one short."

Stuck Up

"See this stickpin? It belonged to a millionaire!"

"Who?"

"Woolworth!"

Wnated to See the Stork

Nurse—Do you want to see the little brother the stork brought you?

Bobby—Naw, I wanna see the stork.—Detroit News.

Colored Chauffeur (on a dark night, to passenger): "Excuse me, sah, would yo' mind holding out yo' hand? I'se gwine to turn de nex' corner."

Qualified

Circus Proprietor—"Yes, we want a lady who can handle wild animals. Have you had any experience?"

Applicant—"I have been a saleswoman at bargain counters for years.—Exchange.

"You used to quote poetry to me by the yard when you were courting me."

"I didn't have anything particular on my mind then."

"What?"

"I mean anything serious."

"Brute!"

"What I was trying to say was—Oh, the dickens! Why can't a man spend a quiet evening by his own fireside?"

Plea Granted

Judge: "Why do you want your name exchanged, madam?"

Applicant (pathetically): "Please, Your Honor, it's Lizzie Tinford."

"Why has your wife decided to give up the European trip she was contemplating?"

"She happened to hear somebody say travel broadened one."—Exchange.

She—"Would you love me any better if I had a million dollars?"

He—"Certainly not. I'd be thinking so much about the million, I'd hardly think of you at all."

Passenger—How can you be so sure that that distant ship is a Scotch vessel, Captain?

Captain—Because there are no gulls following it.—Exchange.

Scott Was Great Writer

Yes, she assured him that she was passionately fond of literature.

"Then you must have read Scott," he said.

"I think he's just delightful," she exclaimed.

"Isn't the 'Lady of the Lake' exquisite?" he asked.

"Perfectly lovely!" was her ardent reply. "I have read it a dozen times!"

"And 'Marmion' and 'Peveril' of the Peak?"

"I just dote on both of them," she said.

"And Scott's Emulsion?" he asked, getting somewhat suspicious.

"I think," she said, "that it's the best thing Scott ever wrote!"

Red Oil—Red Light?

It was dusk as she stopped at the roadside filling station:

"I want a quart of red oil," she said to the service man. The man gasped and hesitated. "Give me a quart of red oil," she repeated.

"A q-q-quart of r-r-red oil?" he stammered.

"Certainly," she said, "my tail light has gone out!"

Her Mud-Guards Unimpaired

Mrs. Williams suffered a badly wrenched knee, but aside from a broken top, and windshield, no other damage was apparent.

"Sambo," said Sastus, "wuz you eber sick when you wuz in France?"

"Man," replied Sambo, "I had the flu so bad dat I used to look in the casualty list for my own name."—Exchange.

How Was This?

One of our country correspondents, telling about a fire in his town, wrote: "The Fire Department was called, but not much damage was done."—Capper's Weekly.

Jones: "My wife is an angel."

Brown: "Mine's still alive."

As the blushing bride said to the furniture salesman: "Twin beds are all very well, but of course there is no use buying them until we get the twins."

Old lady: What is your little brother's name?

Boy: We call him Flannel.

Old lady: How peculiar. Why?

Boy: Because he shrinks from washing.

The motorist pulled up at the village pump and asked a yokel, "How long will it take to reach Puddletown?"

"Heaven knows," said the yokel, after a moment's thought. "Mebbe an hour—or a day—or a month—or a—"

"Or a month!" echoed the astonished motorist. "How's that?"

"Well," answered the other, solemnly, "yere goin' th' wrong way."—London Tit-Bits.

That's Quite Different

A small boy stood in front of a grocery store one day, looking at a display of apples and pears. He moved toward the fruit, then back again several times.

At last the grocer went outside and said to the youngster: "Are you trying to steal something, son?"

"No, mister, I ain't trying to steal anything. I'm trying not to."—Exchange.

'Earing a Howl

An Englishman heard an owl for the first time.

"What was that?" he asked.

"An owl," was the reply.

"My dear fellow, I know that, but what was 'owling?"—Exchange.

Some of your hurts you have cured,
And the sharpest you still have survived,

But what torments of grief you endured,
From evils which never arrived.

—Emerson.

"Let us be of good cheer, however, remembering that the misfortunes hardest to bear are those that never come."—Lowell.

They used to cut down big sister's skirts to fit

Little sister's figure;

Now they cut down the small one's things

To fit the one who is bigger.

Stripped Gears

Dentist: "So you have broken off a tooth, have you?"

Patient (tough youngster): "Yes, sir."

Dentist: "How did you do it?"

Youngster: "Oh, shifting gears on a lolly-pop!"

"Today, well lived, makes every yesterday a dream of happiness, and every tomorrow a vision of hope."—Anon.

Teacher—Give me a sentence using the word vicious.

Little Johnnie—Oh ye gods and little vicious.

Two benedicts were comparing notes
Said one: "My little wife is an angel; she couldnt tell a lie to save her life."

The other: "You're lucky. My wife can tell a lie before I can get it out of my mouth."

Sweet Childish Innocence

"Did you make that face at me?" roared the school-mistress.

"No, ma'am," said the little boy, "you just happened to walk in front of it."

Her Job

He: "What do you do for a living?"

She: "I'm dairy maid in a candy kitchen."

He: "Dairy maid in a candy kitchen! What do you do?"

She: "Milk chocolates."

There Wasn't Any

An ardent motorist, met at the pearly gates by St. Peter, glanced admiringly down the main street of heaven. "Fine," he cried. "What a splendid highway. Where are all the cars?"

"There ain't any," replied the gatekeeper. "You'll find all those below."

"Then I'll go there," pouted the motorist. So he faced Satan and was delighted at the sight of many beautiful autos.

"Which car is mine?" he asked. Told to take his choice, he climbed in one.

"Great," he said, "which way do I go—where is the road?"

"There isn't any," said Satan, "that's the hell of it."

Her Make-Up

"Darling, I've made up my mind to stay at home."

"To late, George—I've made up my face to go out."

When I took down the telephone receiver, I discovered that the line was in use.

"I just put on a pan of beans for dinner," I heard one woman complacently informing another. I hung up the receiver and waited. Three times I tried, and then, exasperated, I broke into the conversation.

"Madam, I smell your beans burning," I announced crisply. A horrified scream greeted the remark, and I was able to put in my call.—Clipped.

Sign on back of Ford: "Peaches here's your can."



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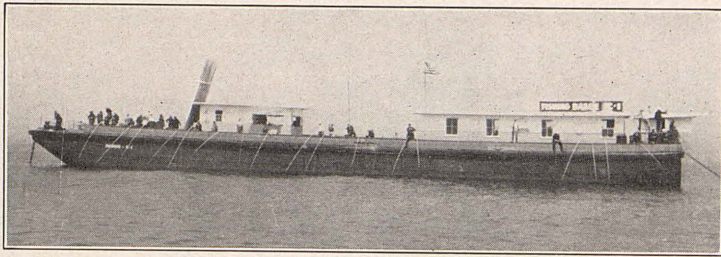
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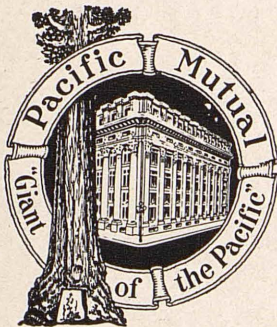
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CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
April 12th, 1926

ASSETS	
Loans and Discounts	\$36,053,000.35
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Treasury Notes	3,595,607.13
Other Bonds, Stocks and Securities	1,289,427.55
Bank Premises	497,019.45
Customers' Liability on Letters of Credit	483,845.44
Customers' Liability on Account of Acceptances	81,155.86
Redemption Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	131,530.11
Cash on Hand	\$3,154,349.21
Due From Federal Reserve Bank of S.F.	3,168,587.94
Due from Banks	6,417,697.88
	12,740,635.03
	\$56,447,220.92

LIABILITIES	
Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided Profits	1,036,573.96
Reserved for Taxes	\$4,536,573.96
Reserved for Interest	14,001.15
Unearned Discount	107,762.45
Securities Borrowed	46,193.60
Letters of Credit	1,935,000.00
Acceptances Based on Imports	525,145.44
National Bank Notes Outstanding	81,155.86
DEPOSITS	1,500,000.00
	47,701,388.46
	\$56,447,220.92

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

(Signed) G. H. NAEGELE, Cashier

Correct. Attest: Edward Strasburg, V. H. Rossetti, H. F. Stewart

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OF LOS ANGELES
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